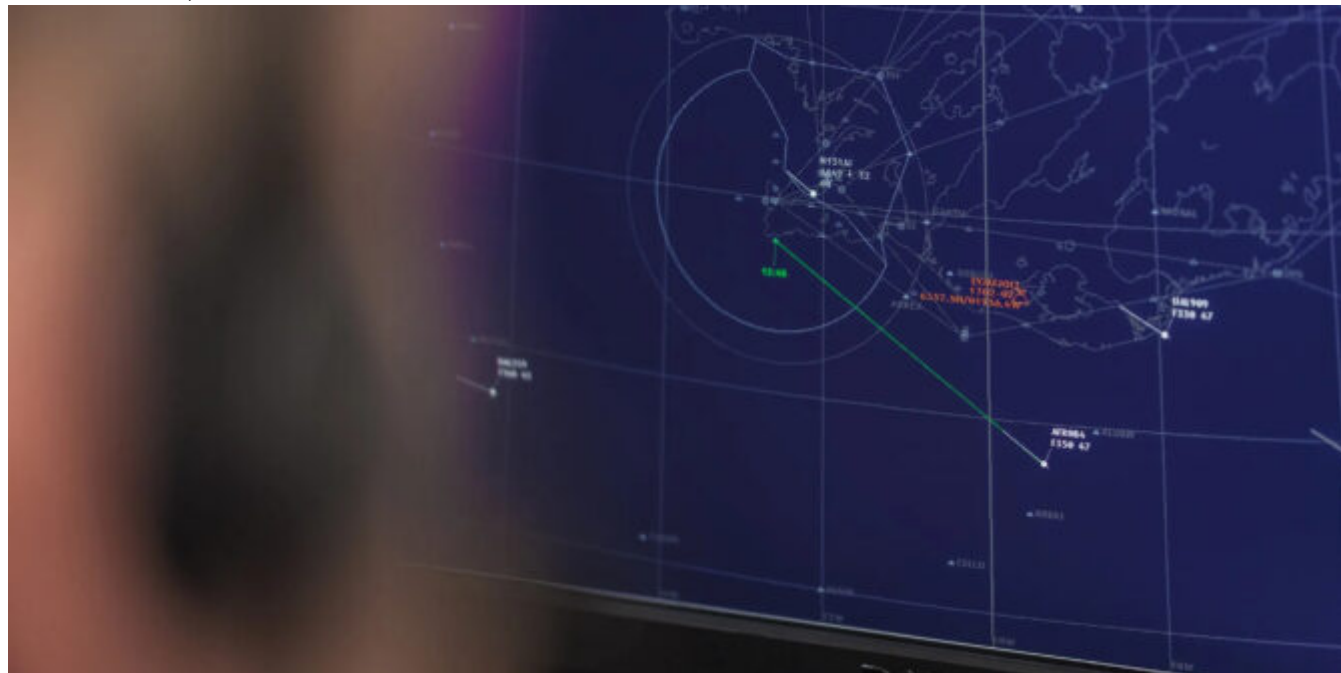


# Iceland ATC strikes at Keflavik

David Mumford

19 December, 2023



**Update 19 Dec 1230z - The ATC strike at BIKF/Keflavik on Dec 20 has been cancelled due to a volcanic eruption on the Reykjanes Peninsula.**

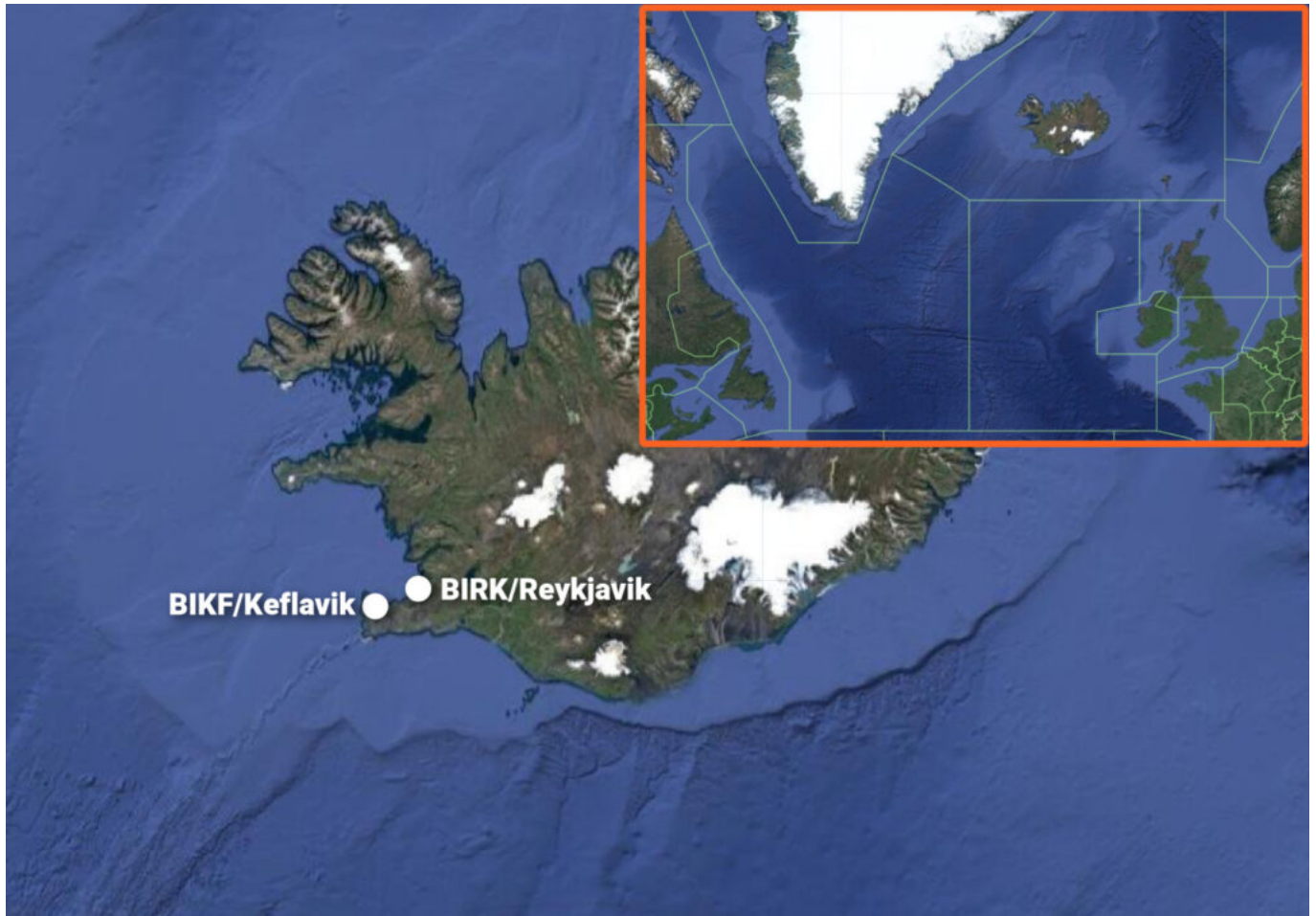
---

An Icelandic ATC strike took place on Dec 12, 14, and 18, with another planned for Dec 20 (now cancelled).

The Dec 12/14 strikes affected both BIKF/Keflavik and BIRK/Reykjavik. But the Dec 18/20 strikes were only planned at BIKF/Keflavik - no flights were allowed to operate in or out from 04-10z/

BIKF A0802/23 - DUE TO INDUSTRIAL ACTION KEFLAVIK CTR IS CLOSED.  
BIKF TWR SERVICES IS LIMITED TO AMBULANCE FLIGHTS, EMERGENCY FLIGHTS  
AND FLIGHTS ON BEHALF OF THE ICELANDIC COAST GUARD.  
18 DEC 04:00 2023 UNTIL 18 DEC 10:00 2023.  
CREATED: 15 DEC 13:40 2023

The Notams said that emergency flights were exempt. We confirmed with Isavia that **all diversions were accepted**, including emergency, and that carrying **BIKF as an alternate (including ETOPS) was OK**.



The strikes have gone quite smoothly so far, with minimal disruption to flights. Negotiations between controllers and employers are ongoing... □

---

## North Atlantic Volcanic Threat

Chris Shieff  
19 December, 2023



#### Key Points

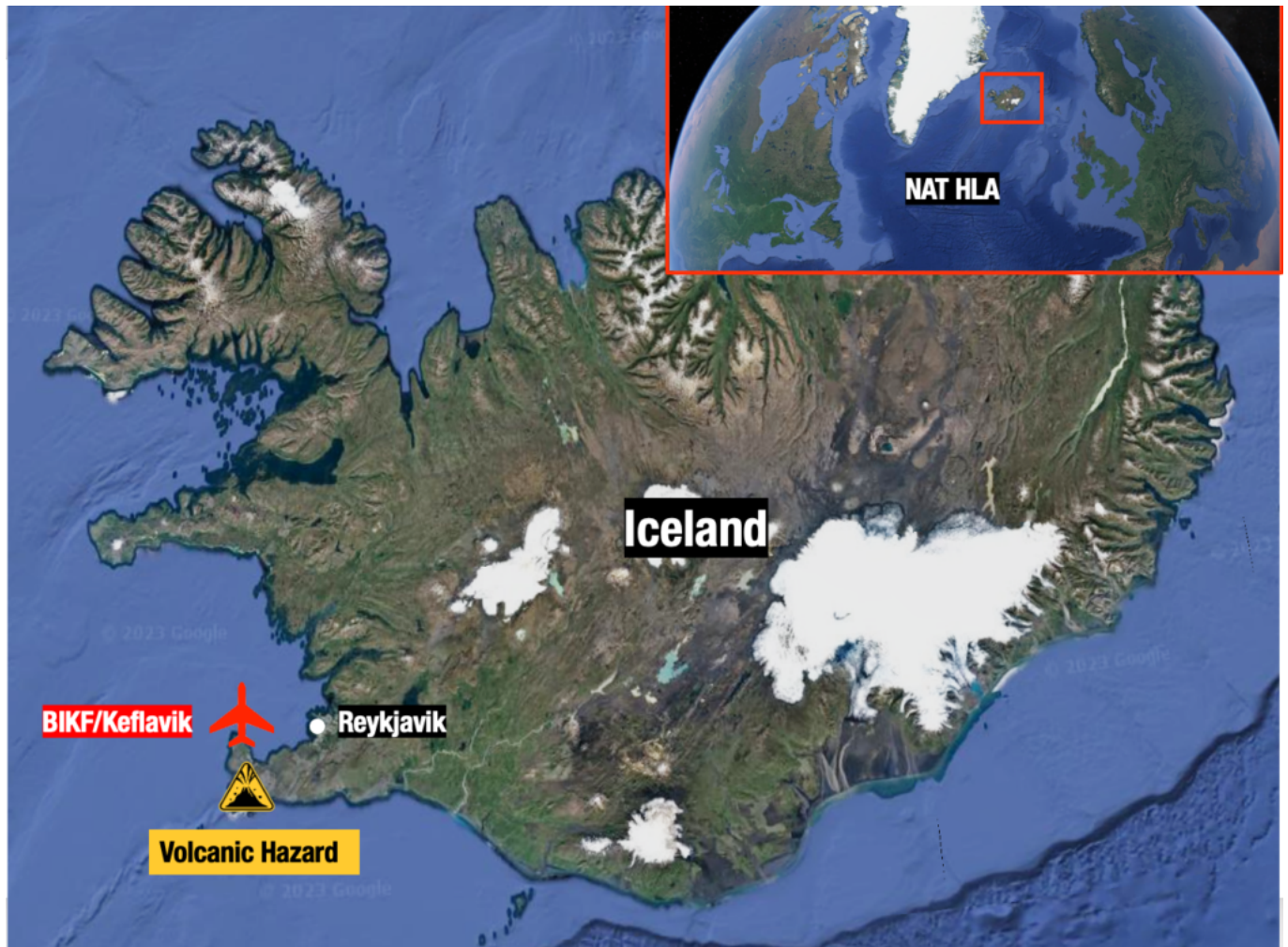
- **One of Iceland's volcanoes (10nm southwest of BIKF/Keflavik) is showing signs it's about to erupt.**
- **If it does, NAT crossing traffic is likely to be affected at short notice.**
- **ICAO have a Contingency Plan ready to go if it does erupt (PDF below).**
- **Pilots and Operators: There is a list of things to watch out for if you do fly through volcanic ash, and a recommended procedure to follow.**

Iceland is on high alert for an imminent eruption at one of the volcanoes on the Reykjanes Peninsula - a stone's throw southwest of Keflavik. If it does erupt, it has **potential to seriously impact North Atlantic traffic.**

The last time this happened in 2010, the (try pronouncing this one) Eyjafjallajökull volcano closed almost every country's airspace in Western Europe in the weeks that followed. **Nearly 100,000 commercial flights were grounded.**

**Where are we talking about?**





### What happens if it erupts?

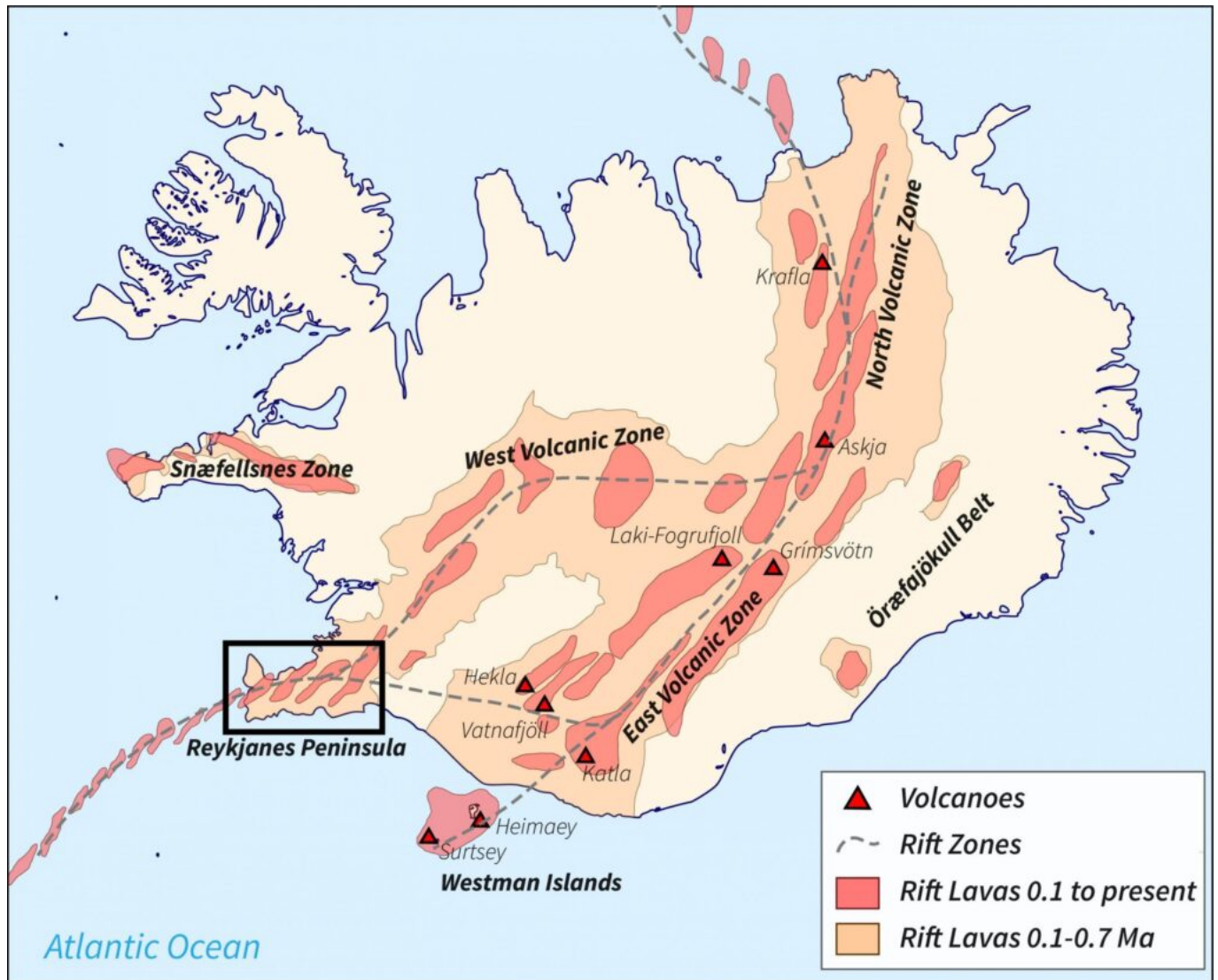
So far, it's just a warning. But it's credible enough for Iceland to declare a state of emergency. Recent earthquakes in the area are an ominous sign. If it does erupt, there are several possible scenarios that could affect air traffic.

- **BIKF/Keflavik may close.** Unlike previous eruptions, this one is just 10nm away from the airport and a little further from the Icelandic capital, Reykjavik. Aside from being a major airport in its own right, BIKF is a commonly used ETOPS/EDTO alternate for traffic crossing the NAT.
- **Part of the NAT HLA may become unusable depending on the spread of ash.** More southerly routes than usual may become a requirement which means extended flight times and more fuel.
- **Major airspace closures could occur for an extended period of time.** The European mainland may once again be in the firing line, thanks to the mid-latitude westerlies.

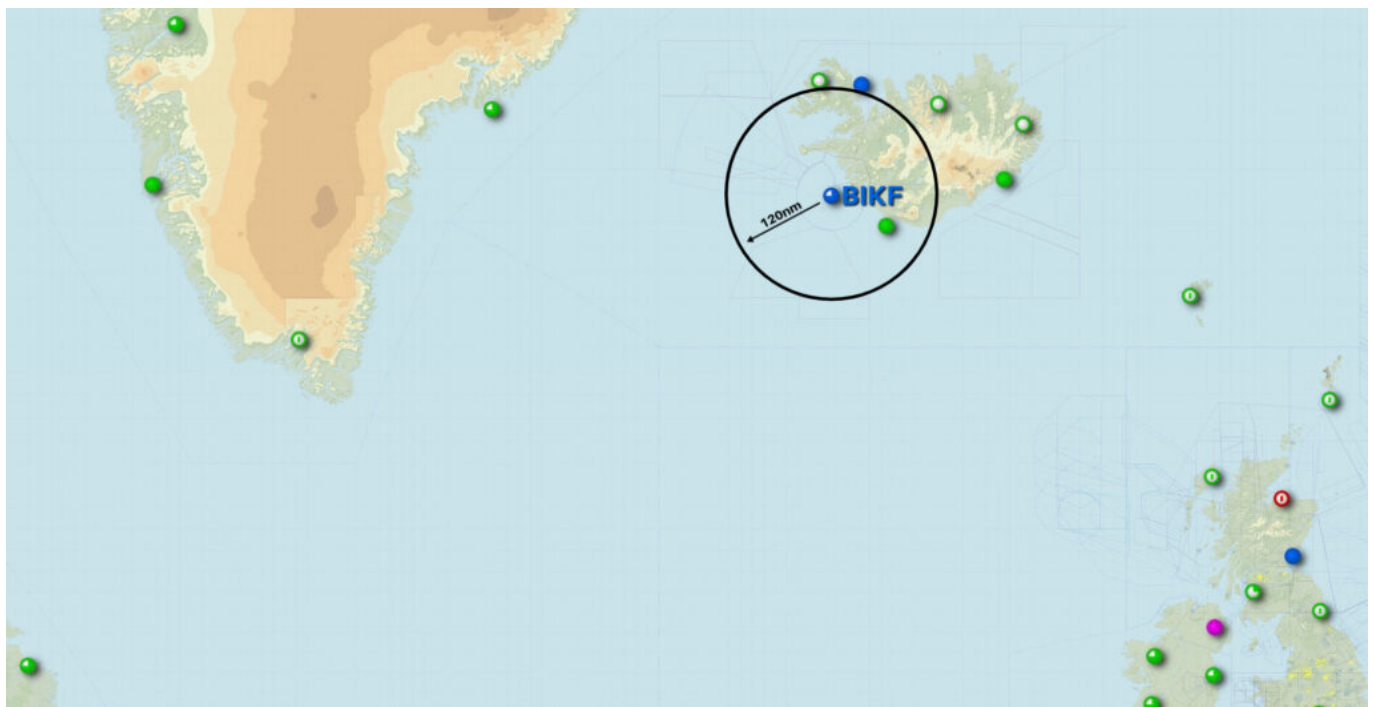
### Yeah but what ACTUALLY happens?

If the volcano warning goes to code **RED** (it's currently code **ORANGE**), that basically means an eruption has started. In this case, **the airspace within a 120nm radius will close**, until they confirm there's no ash cloud. They currently think there is a 15km long line where magma is flowing and moving towards the surface – an eruption could happen anywhere close to that line.





120nm of closed airspace around BIKF/Keflavik airport (remember, the volcano is just up the road) would look something like this:



There's also a thing called the Volcanic Ash Contingency Plan that ICAO put together. This doc is the one you want to read – there are a few more scattered around online, but they're all older versions of this one.

This doc sprang from the misery caused by the eruption in 2010, and aims to set out what actually happens if a big volcano erupts.

**Essentially, it goes like this:**

1. **Volcano erupts. There's ash all over the place.**
2. **Volcanic ash people issue a volcanic ash warning.**
3. **Notam people issue a Notam.**
4. **Pilots/Operators read the Notam and don't fly into the ash. ATC help them.**

**What should I do if I fly through ash?**

Don't fly through ash.

But if you do, then do this:

1. **Reduce thrust.**
2. **Do a 180 degree turnback.**
3. **Put masks on.**
4. **Declare MAYDAY.**
5. **Panic a bit as you do whatever emergency tasks you need to do.**
6. **Divert somewhere pronto.**

Or as it says in more official language in the Contingency Plan:

## Appendix 1 (page 2 of 2)

## — Anticipated Flight Crew Issues when Encountering Volcanic Ash —

4. Depending on the severity of the encounter, the reaction of the flight crew will be as follows:

- a) Carry out the emergency drill for a volcanic ash encounter. This generally has the following elements:
  - i. Reduce thrust to idle if possible. *By reducing thrust, the temperature in the combustion section will be lower and less ash will deposit in the engine. Also lower thrust requires lower airflow (and ash) through the engine. To maintain a safe speed, the aircraft will have to descend. The resulting descent rate will be less than during an emergency descent due to pressurisation failure.*
  - ii. Execute a descending 180 degree turn. A turnback is usually the quickest route out of an ash cloud.
  - iii. Don oxygen masks if required. This may make communication on the flight deck and with ATC difficult.
  - iv. declaration of an emergency (MAYDAY MAYDAY MAYDAY) or request for an immediate reclearance possibly accompanied by an urgency signal (PAN PAN; PAN PAN; PAN PAN). **Note:** the manoeuvre above may commence prior to an emergency or urgency being declared.
  - v. Carry out various emergency/non-normal drills as required, such as engine relight, unreliable airspeed, system failure drills.
  - vi. Communication with Cabin crew and passengers.
- b) Diversion to the nearest suitable aerodrome.
- c) If an aerodrome is contaminated with ash, the deceleration will be less than usual despite the use of maximum braking, resulting in a longer ground run. This may be aggravated by limited use of reverse thrust to avoid blowing up ash from the runway surface. If reverse thrust is necessary to bring the aircraft to a stop, a dust cloud may be raised.

**Flight crew expectations from ATC**

5. What the flight crew may require from ATC:
  - a) An immediate reclearance, laterally and/or vertically.
  - b) If carrying out the escape manoeuvre, ensuring other traffic is kept clear.
  - c) vectors to an area clear of ash if possible.
  - d) Information on the nearest suitable aerodrome and its weather and condition, including braking action. An aerodrome with a long runway.
  - e) vectors to an alternate and a priority landing.
  - f) If the windscreen is obscured, an autoland.
  - g) Emergency services for landing and provision of medical assistance for passengers and crew.

**Note:** While carrying out an escape manoeuvre, and associated emergency/non-normal drills, the flight crew workload and the priority to control the aircraft may limit the ability of the crew to communicate to ATC and comply with ATC instructions.

**If I do fly through ash, how scary will it be?**

Very scary. Don't do it. Here's a list of nightmarish things that will probably happen if you do:

1. **Smoke, fumes or dust may appear in the cockpit. Get those masks on.**
2. **Engine malfunctions, stalls, over-temperature, thrust loss, engine failure.**
3. **Reduced visibility due to the abrasive effects of ash on windshields and landing lights.**
4. **Pitot tubes may become blocked, so airspeed indications may become unreliable.**

*Advice: disconnect the autopilot, set engine thrust to an appropriate value and maintain the aircraft's pitch attitude manually. This will keep the aircraft at a safe speed, but will probably result in difficulty to maintain the assigned altitude. Increased separation is required (above and below).*

**Advisories and Warnings**

The London Volcanic Ash Advisory Center (VAAC) is responsible for issuing any ash advisories for this region. You can access those here.

The current alert level is **Orange**. Verbatim, this means that the volcano is 'exhibiting heightened unrest



*with increased likelihood of eruption; or that an eruption is underway with minor ash emission...* Or in other words, it may be about to erupt.

If you're not familiar with the volcanic alert scale, here's how it works:



All traffic crossing the NAT or operating over Western Europe right now should be keeping a close eye on this one.

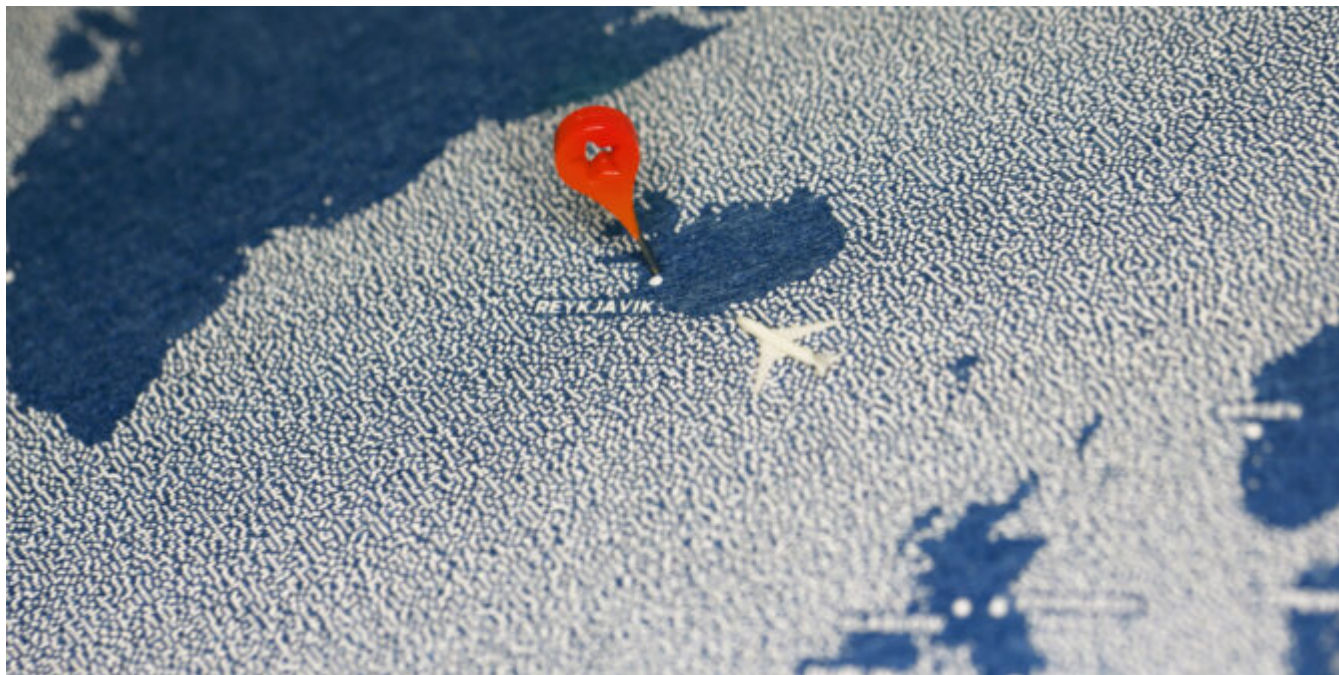
### **What's the latest at BIKF/Keflavik Airport?**

We've had a couple of reports from members who have been through there recently. If you've got anything to add, please file a report at Airport Spy! For info from the airport, you can contact the local handlers at [jetcenter@icelandair.is](mailto:jetcenter@icelandair.is) or [ops@southair.is](mailto:ops@southair.is).

---

## **Iceland Airports Reopen to GA/BA Flights**

David Mumford  
19 December, 2023



**Update 1000z May 18: The summit is over, and the restrictions on flights at BIKF and BIRK have now been lifted. Below is original story from May 16.**

---

There's a big state summit happening in Reykjavik this week, which means **restrictions for GA/BA flights at Iceland's main airports BIKF/Keflavik and BIRK/Reykjavik.**





## BIKF/Keflavik

This is the most common stop for GA/BA flights doing North Atlantic stops. **There's no parking allowed here from 0000z May 15 to 1000z May 18.** That's what this super vague Notam A0133/23 actually means:

A0133/23 - EAST APRON/WEST APRON RESTRICTED FOR SPECIAL OPERATION.  
STATE, DIVERTED AND AMBULANCE FLIGHTS ARE EXCLUDED.  
15 MAY 00:00 2023 UNTIL 18 MAY 10:00 2023.  
CREATED: 11 MAY 14:37 2023

We checked with a local handler at the airport, who said that **quick turns are not allowed either** during this period. You can contact them for more info at ops@southair.is.

## BIRK/Reykjavik

From 0700z May 16 to 1900z May 17, GA/BA flights are **not allowed to go here either!** Not unless your flight is directly related to the summit, in which case you need slots. And you can't use it as a FPL alternate.

The days before and after (May 15 and 18), BIRK will be somewhat restricted as well - it'll be busy, all areas and access to the airport will be restricted and guarded by police, and access will only be granted to operating crews, VIPs and staff that have been approved and listed by authorities. Roads and areas close to the summit in downtown Reykjavik will be closed or restricted as well, so good to keep that in mind if crews are staying at a hotels close to the summit.

The Notams for BIRK are actually pretty clear (unlike those for BIKF), and if you need more info about all this, you can contact the local handler at ops@reykjavikfbo.is, but also check out AIP SUP 6-23 below:

SUP - 1

04 MAY 2023

**AIP Supplement – ÍSLAND / ICELAND**  
Isavia ANS ehf., Reykjavíkflugvelli, 102 Reykjavík /  
Isavia ANS, Reykjavík Airport, IS-102 Reykjavík, Iceland  
Sími / Telephone: + 354 424 4000  
air@isavia.is  
<http://www.isavia.is/>

**AIP SUP nr 06/2023**  
  
Effective from 04 MAY 2023  
Published on 04 MAY 2023



**BIRK Reykjavík - Leiðtogafundur Evrópuráðs í Reykjavík 16. og 17. maí 2023 /  
BIRK Reykjavík - Council of Europe Summit 16<sup>th</sup> and 17<sup>th</sup> of May 2023 in Reykjavík**  
Efningar ábyrgð: Isavia / Isavia Domestic  
Content Responsibility: Isavia / Isavia Domestic

**1 Inngangur**  
Fjórir leiðtogafundir Evrópuráðsins verður haldinn í Reykjavík dagana 16. og 17. maí 2023.  
Reykjavíkflugvöllur (BIRK) mun ekki aftasta þeim fjóða loftfara sem óska eftir að lenda á vellinum ofanefnda daga.  
Loftför í millitíðisflugi ofanefnda daga þurfa því að óska eftir staðisúthlutun, sem og skömmtuðum komu- og brottfaratíma.  
Önnur loftför, að undanskildu, áætlanarflugi innanlands, sjúkra- og nýðarflugi munu verða fyrir takmörkunum, sem auglýstar verða með töglu NOTAM.  
  
**2 Staðisúthlutun**  
Aðstoðreglur flugrekendur sem óska eftir að leggja á BIRK, frá kl. 07:00 þann 16. maí til kl. 19:00 þann 17. maí, þurfa að óska eftir staðisúthlutun ekki seinna en 72 klst. fyrir áætlaða komu.  
  
Ríkisflug munu njóta forgangs og beðnir verða afgreiddar í þeirri röð sem þær berast.  
Óska skal eftir staðisúthlutun á vefsbunni  
<https://airportcoordination.com/> með eftirfarandi upplýsingum:  

- Kalimerki vélar
- Skráningarstöfum vélar
- Flugvæðingund
- Áætlaður komutími
- Áætlaður brottfarartími

Fjöldi staða í boði á BIRK mun verða:  

- 18 loftför með kóða staf B
- 3 loftför með kóða staf C

**1 Introduction**  
The 4<sup>th</sup> Council of Europe Summit will take place in Reykjavík 16<sup>th</sup> and 17<sup>th</sup> of May 2023.  
Reykjavík Airport (BIRK) is expected to receive a number of aircraft that will exceed the airport's capacity.  
Therefore, all international aircraft will be subject to landing and take-off slot allocation as well as parking stand availability.  
Other flights, except scheduled domestic flights, hospital, and emergency flights, will be subject to limitations that will be published by NOTAM.  
  
**2 Parking allocation**  
All international aircraft operators requesting to park at BIRK, from 0700 UTC on May 16<sup>th</sup> to 1900 UTC on May 17<sup>th</sup>, will have to request parking no later than 72 hours before the estimated time of arrival.  
  
Priority will be given to state flights and requests will be handled on a first come first served basis.  
To request a parking allocation visit:  
<https://airportcoordination.com/> with the following information:  

- Aircraft callign
- Aircraft registration
- Aircraft type
- Estimated time of arrival
- Estimated time of departure

Parking capacity at BIRK will be as follows:  

- 18 aircraft with code letter B
- 3 aircraft with code letter C

ISAVIA ANS

06/2023



## Where else to go?

If you want to use Iceland as a North Atlantic night stop this week, local handlers are advising to use **BIEG/Egilsstadir** or **BIAR/Akureyri** in the north of the country.

**BIEG/Egilsstadir** is open weekdays 0800-1745z and weekends 0915-1745z (400EUR charge outside these hours), and are able to handle almost all GA/BA flights – but they do not have a VIP lounge or FBO. There seem to be a few different handling agents able to make arrangements here. We've been speaking with [jetcenter@icelandair.is](mailto:jetcenter@icelandair.is) – so maybe get in touch with them for more info.

**BIAR/Akureyri** is open 0700-2300z (and outside these hours, for an extra fee), and they do have an FBO for GA/BA flights – so this might be the airport to go to. Local agents have reported that there is still space at the airport right now, but it's busier than usual due to the summit. Contact them at [jetcenter@icelandair.is](mailto:jetcenter@icelandair.is).

## Anything else worth knowing about ops to Iceland?

- **There's been a change in AFTN addressing for filing of flight plans** in the BIRD/Reykjavik FIR. IFR FPLs now need to be sent to BIRDZPZZ. VFR and mixed FPLs should be sent to BIRDZPZX. AIC 8-23 refers.
- **Iceland's airspace is now entirely covered with ADS-B.** Coverage extends from the North Pole to Scotland and from the Greenwich Meridian to the west of Greenland. You can see their coverage map including flight levels at [this link](#).
- **There are some specific route requirements for flights to BIKF/Keflavik and BIRK/Reykjavik.** These can be found in AIP ENR 1.8.4.1.3.7 which explains exactly how you should file your flight plans to/from both BIKF and BIRK. But to make all this blurb easier to understand, the good folks at Isavia have published some handy graphic presentations of the requirements which you can find [here](#).

Anything else big we missed? Let us know! Or even better, if you've operated to Iceland recently and can share some info on how it went, file an Airport Spy report!



Got some intel?

## Are you an Airport Spy?

You go to unusual places and see curious things. Your turboprop friends envy you. Now, it's time to give back.

For your next trip, pack a notebook, and file your Spy Report below. You'll get a weekly ops briefing in return.

[File your report](#) >

# New Covid testing rules in Iceland

David Mumford  
19 December, 2023



There are new rules for **all crew and passengers** from August 19 regarding Covid testing on arrival.

The rules for crew have not been officially published yet, but local handlers have confirmed that if crew stay for more than 24 hours **they will need to take a Covid test**.

The process is different for passengers – all arriving pax will be able to choose between 14 days of self-quarantine, or a Covid test at the airport. However, those who choose to be tested will **still have to enter self-isolation** and be retested again 4-5 days later before they can be released. This was not previously the case. The rule applies **regardless of whether or not their first test was negative**.

All passengers must also complete a pre-registration form before travelling at [covid.is](https://covid.is). Iceland's borders are currently open to all EU/Schengen States in addition to those countries on the EU's "safe list."

---

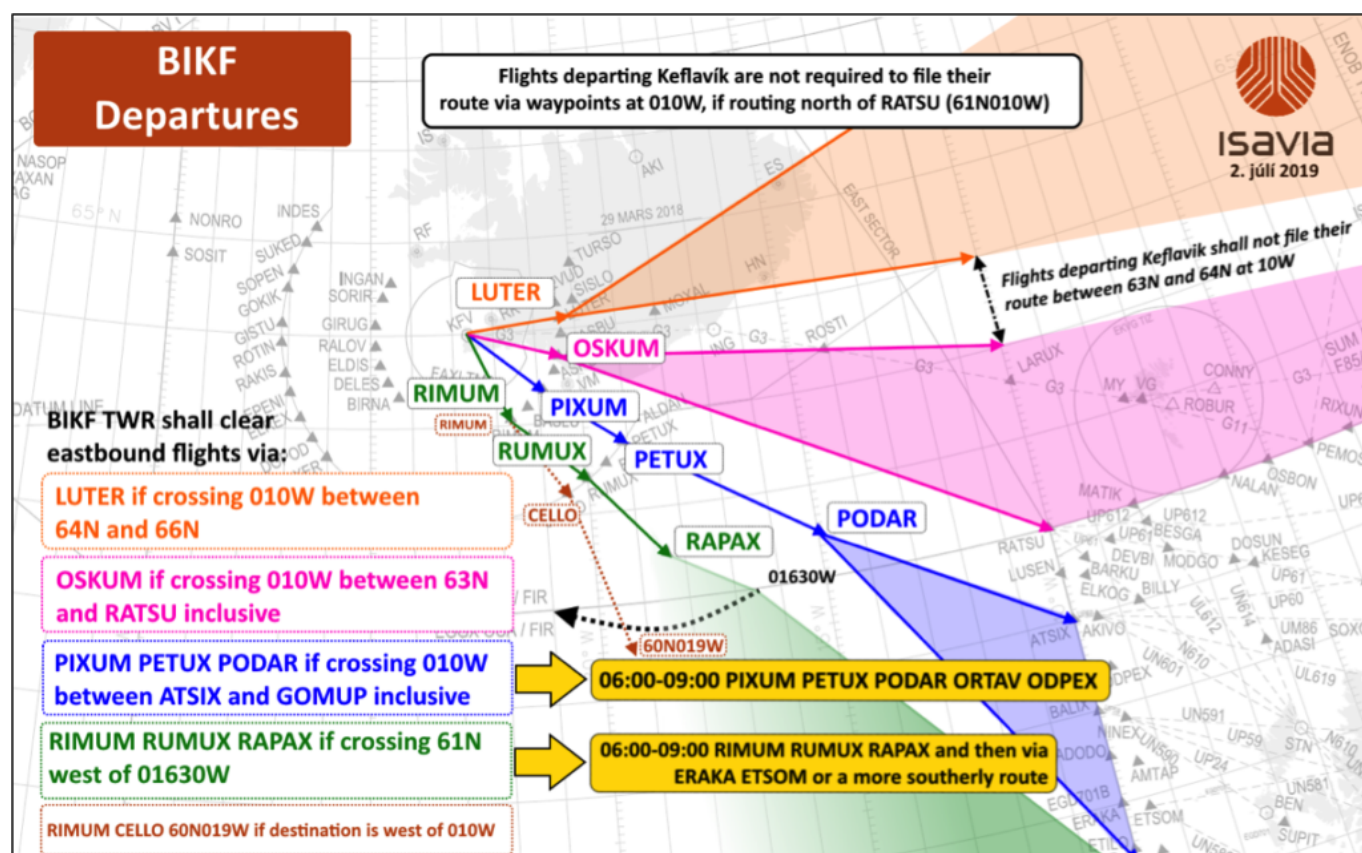
## New route requirements for Iceland

David Mumford  
19 December, 2023



There are some new route requirements for flights to BIKF/Keflavik and BIRK/Reykjavik.

These can be found in the updated version of **AIP ENR 1.8.4.1.3.7** which explains exactly how you should file your flight plans to/from both BIKF and BIRK. But to make all this blurb easier to understand, the good folks at Isavia have published some handy graphic presentations of the requirements:





## BIRK Departures

Flights departing from Reykjavik are not required to file their route via waypoints at 010W, if routing north of RATSU (61N010W)

**ISAVIA**  
3. janúar 2019

BIRK TWR shall clear eastbound flight via:

**LUTER MOXAL** if crossing 010W  
between 64N and RATSU inclusive

**PIXUM PETUX PODAR** if crossing 010W  
between ATSIX and GOMUP inclusive

**RIMUM RUMUX RAPAX** if crossing 61N  
west of 01630W

## BIKF/BIRK Arrivals

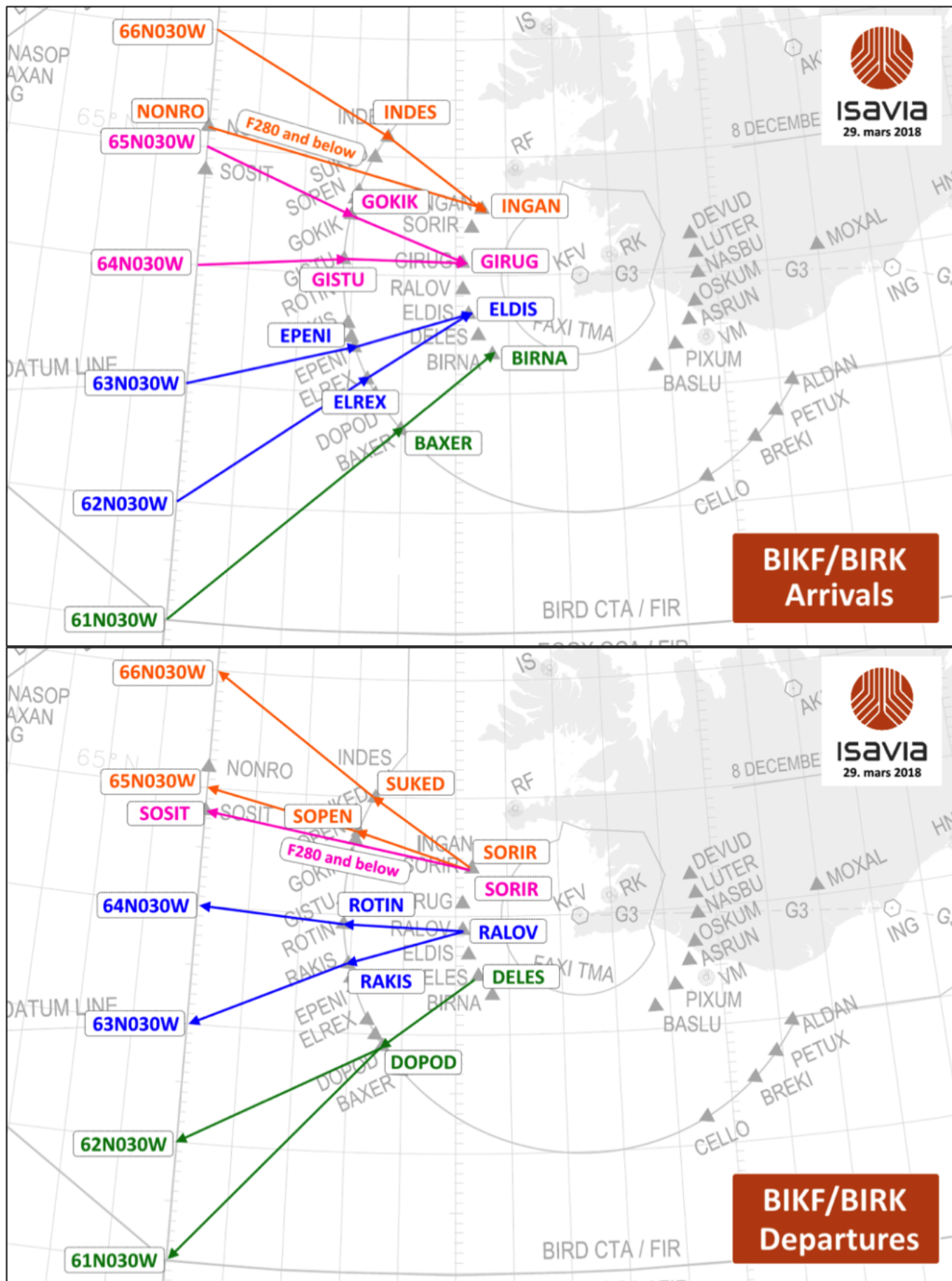
Flights inbound to Keflavik or Reykjavik are not required to file their route via waypoints at 010W, if routing north of RATSU (61N010W).

**ISAVIA**  
3. janúar 2019

Reykjavik OACC shall clear westbound flights inbound to BIKF/BIRK via:

**ING NASBU or ALDAN ASRUN** if crossing  
010W between 64N and ATSIX inclusive

**BREKI BASLU** if entering BIRD between  
61N01236W and 61N019W



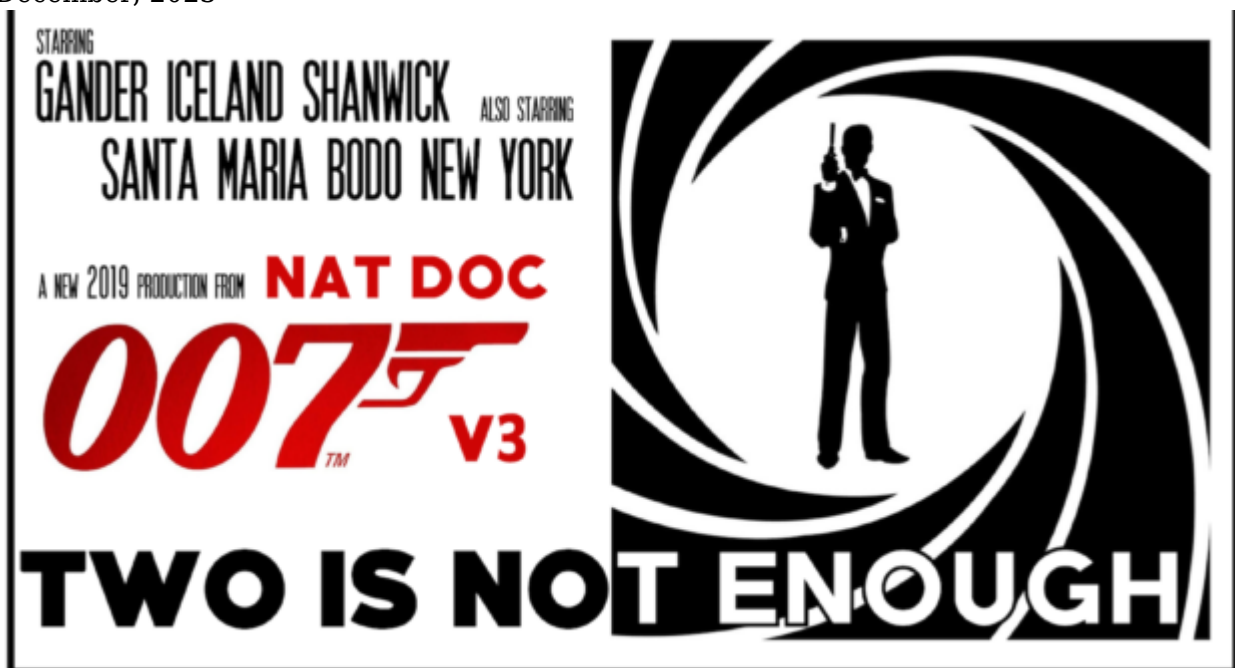
If you follow the guidance and flight plan accordingly, you should avoid any nasty last-minute “FPL REJ” messages!

**Further reading:**

- You can check the full Iceland AIP online **here**.
  - For a summary of all the NAT changes, including EGGX/Shanwick, CZQX/Gander, BIRD/Iceland, ENOB/Bodo, LPPO/Santa Maria, and KZWY/New York Oceanic East, click **here**.
- 

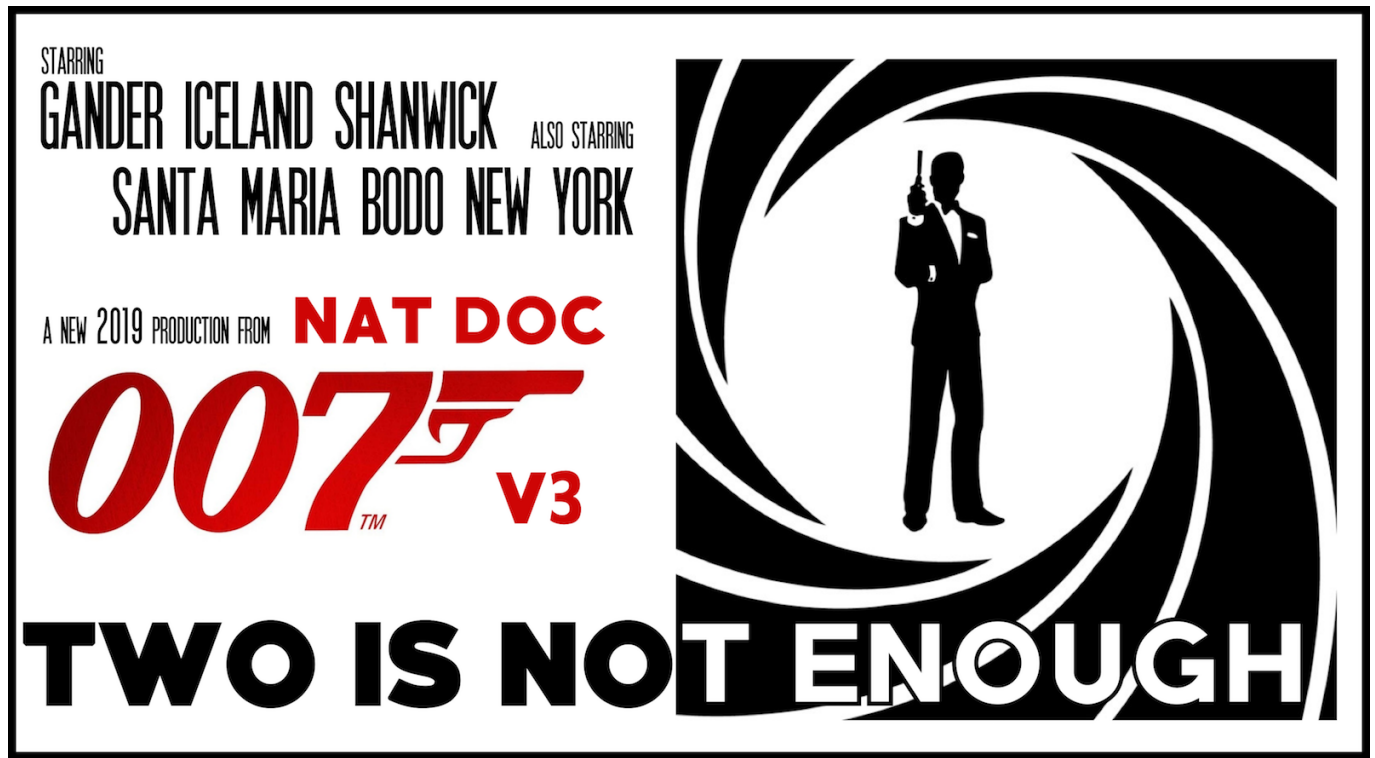
## Two is Not Enough: New NAT Doc 007 (Version 3) - August 2019

Mark Zee  
19 December, 2023



NAT Doc 007 is the Bible of the North Atlantic. It's full of NAT goodness – all the specifics about how to operate your aircraft safely through the complex airspace of the region is here.

**And there's another new edition!**

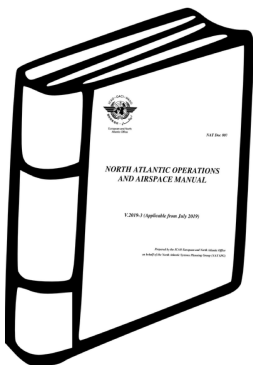


The NAT changes over the last few years have been coming thicker and faster than the sandwiches at Katz's Deli on the Lower East Side. And now, there's more. **Effective August 7th, 2019, NAT Doc 007, Version 3**, is the latest tome to digest. As aviation documents go, it's written in pretty digestible language. There's just a lot in it. But this is the first time we've had 3 editions of this in one year.

So, we're going to start naming them after 007 Movies to keep track of them all. This is the **"Two is Not Enough"** edition.

#### **NAT Doc 007, Version 3, 2019:**

Download the full NAT Doc 007.



**So, here are the three things that have changed this time:**

1. **We got new SLOP rules!** This is a biggie. Instead of the three previous choices (0, 1, or 2nm), we now have **Twenty One choices!** More on this below.
2. **99 problems and Datalink is one.** The short version: check that you've got the latest software update for your datalink.
3. **The next datalink mandate (2C) is capped at FL410.** This comes in January 30th next year. And so, the Checklist for Dispatchers is updated.



## The new SLOP rules

Now, let's take a closer look at the big change – SLOP (Strategic Lateral Offset Procedure). To get up to speed, check out our full article on SLOP – the how, and why (and where).

The change here is that instead of just being able to SLOP 1 or 2 nm right of track, (or fly the centreline), you go from these three choices to twenty one – you can use any one of 21 **Micro-SLOP** offsets. Specifically: 0.0 nm, 0.1 nm, 0.2 nm .... OK, you get it. All the way up to 2.0 nm Right of track.

### Simple, right?

Not quite. It's not yet fully clear which of the OCA's have given the green light for this, even though NAT Doc 007 now says you **should** Micro-SLOP if you can.

But, phoning around the Oceanic Houses, we've got this to tell you:

1. **Gander** – you can micro-SLOP right now! An AIP amendment will follow soon.
2. **Shanwick** – you can micro-SLOP right now! A Notam will be published soon, and the AIP will be updated in Dec 2019.
3. **New York** – they will allow micro-SLOP from 12th Sept 2019, and will update the AIP in Jan 2020.
4. **Santa Maria** – you can micro-SLOP right now! Nothing published officially yet, but that's what the good people from the oceanic control centre have told us.
5. **Iceland** – just like New York, they will allow micro-SLOP here from 12th Sept 2019 as well. When that happens, you will still not be allowed to SLOP below FL285 within the Reykjavik CTA (that's the domestic part over Iceland, and the airspace over Greenland above FL195). We asked them to publish a Notam about this – and they actually did!! Check it out!
6. **Bodo** – Nothing official yet, but ATC say they “have no objections” to operators micro-SLOPing right now. (Currently, SLOP is only allowed here above FL285 within the OCA.)

That's the current picture as of 1100z on Monday 19th Aug.

We will **update** this as soon as we get more info. Got something for us? Email us!

---

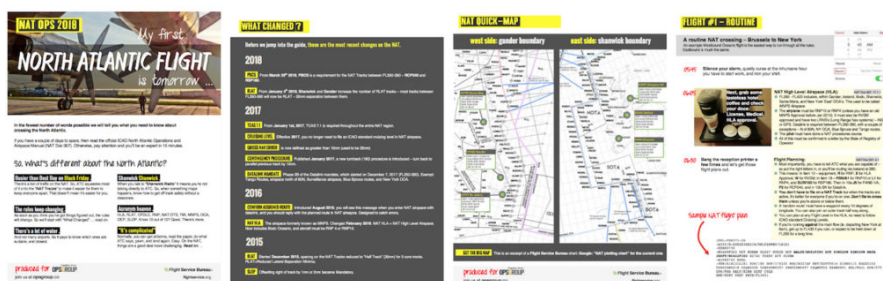
## My first North Atlantic Flight is tomorrow - NAT Ops Guide (Updated 2018)

Declan Selleck  
19 December, 2023



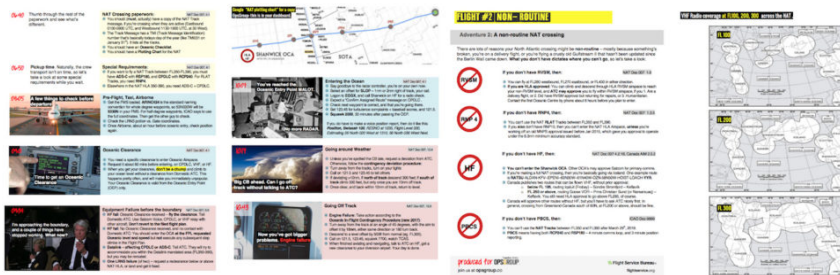
For the **latest changes and updates on the North Atlantic**, including our most recent **Guides and Charts**, use our NAT reference page at **[flightservicebureau.org/NAT](http://flightservicebureau.org/NAT)**.

Of all the hundreds of questions we see in OPSGROUP, one region stands out as the most asked about – the NAT/North Atlantic. So, we made one of our legendary guides, to get everything into one PDF. It's called "My first North Atlantic Flight is tomorrow" – **and now we've updated it for 2018!**

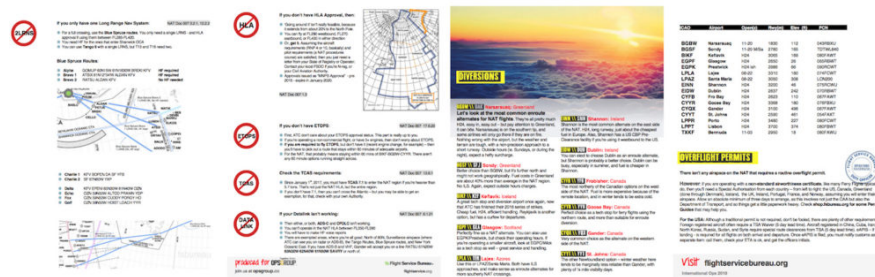


Contents:

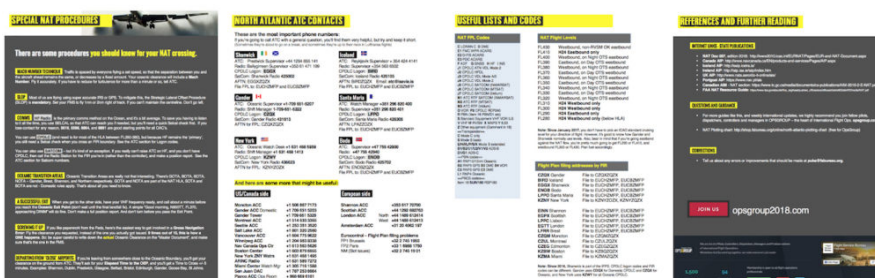
- 1. What's different about the NAT?
- 2. Changes in 2018, 2017, 2016, 2015
- 3. NAT Quick Map – Gander boundary, Shanwick boundary
- 4. Routine Flight Example #1 – Brussels to JFK (up at 5.45am)



- **5. Non Routine-Flights:** No RVSM, No RNP4, No HF, 1 LRNS, No HLA, No ETOPS, No TCAS, No Datalink - what you can do and where you can go
- **6. Diversion Airports guide:** Narsarsuaq, Sondy, Kef, Glasgow, Dublin, Shannon, Lajes, Fro Bay, Goose Bay, Gander, St. Johns
- **7. Airport data**
- **8. Overflight permits** - routine and special



- **9. Special NAT procedures:** Mach number technique, SLOP, Comms, Oceanic Transition Areas, A successful exit, Screwing it up, Departing from Close Airports
- **10. North Atlantic ATC contacts** for Shanwick, Gander, Iceland, Bodo, Santa Maria, New York - ATC Phone, Radio Station Phone, AFTN, Satcom, CPDLC Logon codes; and adjoining Domestic ATC units - US, Canada, Europe.
- **11. NAT FPL Codes**
- **12. NAT Flight Levels**
- **13. Flight Plan Filing** Addresses by FIR
- **14. Links, Questions, Guidance**





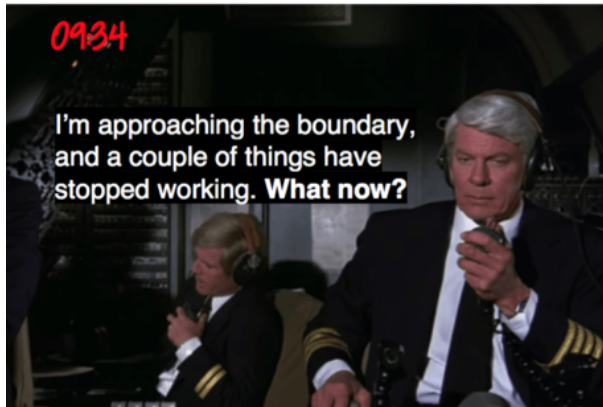
## Excerpt from the Routine Flight #1:



### Oceanic Clearance

NAT Doc 007, 4.1

- ⦿ You need a specific clearance to enter Oceanic Airspace.
- ⦿ Request it about 60 mins before entering, on CPDLC, VHF, or HF.
- ⦿ When you get your clearance, **don't be a chump** and climb to your ocean level *without* a clearance from Domestic ATC. This happens pretty often, and will make you immediately unpopular. Your Oceanic Clearance is valid from the Oceanic Entry Point (OEP) only.



### Equipment Failure before the boundary

NAT Doc 007, 6.6

- ⦿ **HF fail:** Oceanic Clearance received – **fly the clearance**. Tell Domestic ATC. Use Satcom Voice, CPDLC, or VHF relay with other aircraft. **Don't revert to the filed flight plan.**
- ⦿ **HF fail:** No Oceanic Clearance received, and no contact with Domestic ATC: You should enter the OCA **at the FPL requested Oceanic level and speed** but **not** execute any subsequent step climbs in the Flight Plan.
- ⦿ **Datalink – affecting CPDLC or ADS-C.** Tell ATC. They will try to accommodate you within the Datalink mandated area (FL350-390), but you may be rerouted.
- ⦿ **One LRNS failure** (of two) – request a reclearance below or above NAT HLA, or land and get it fixed.



### Entering the Ocean

NAT Doc 007, 4.1

- ⦿ Say goodbye to the radar controller, you're on your own now.
- ⦿ Select an offset for **SLOP** – 1nm or 2nm right of track, your call.
- ⦿ Logon to **EGGX**, and call Sharwick on HF for a radio check.
- ⦿ Expect a "Confirm Assigned Route" message on CPDLC.
- ⦿ Check next waypoint is correct, and that you're going there.
- ⦿ Set 123.45 for turbulence complaints + baseball scores, and 121.5.
- ⦿ **Squawk 2000**, 30 minutes after passing the OEP.

If you do have to make a voice position report, then do it like this:  
**Position, Swissair 100, RESNO at 1235, Flight Level 330,**  
**Estimating 56 North 020 West at 1310, 56 North 030 West Next.**



### Going around Weather

NAT Doc 007, 13.4

- ⦿ Unless you've spotted the CB late, request a deviation from ATC. Otherwise, follow the **contingency deviation procedure**:
- ⦿ Turn away from the tracks, turn on your lights
- ⦿ Call on 121.5 and 123.45 to tell others
- ⦿ If deviating >10nm, if **north of track** descend 300 feet; if **south of track** climb 300 feet, but only once you are 10nm off track.
- ⦿ Once clear, and back within 10nm of track, return to level.

Buy a copy (\$20)    Get it free - join OPSGROUP

To get your copy – there are three options:

1. **OPSGROUP Members**, login to the Dashboard and find it under "Publications > Guides". All

FSB content like this is included in your membership, **or**

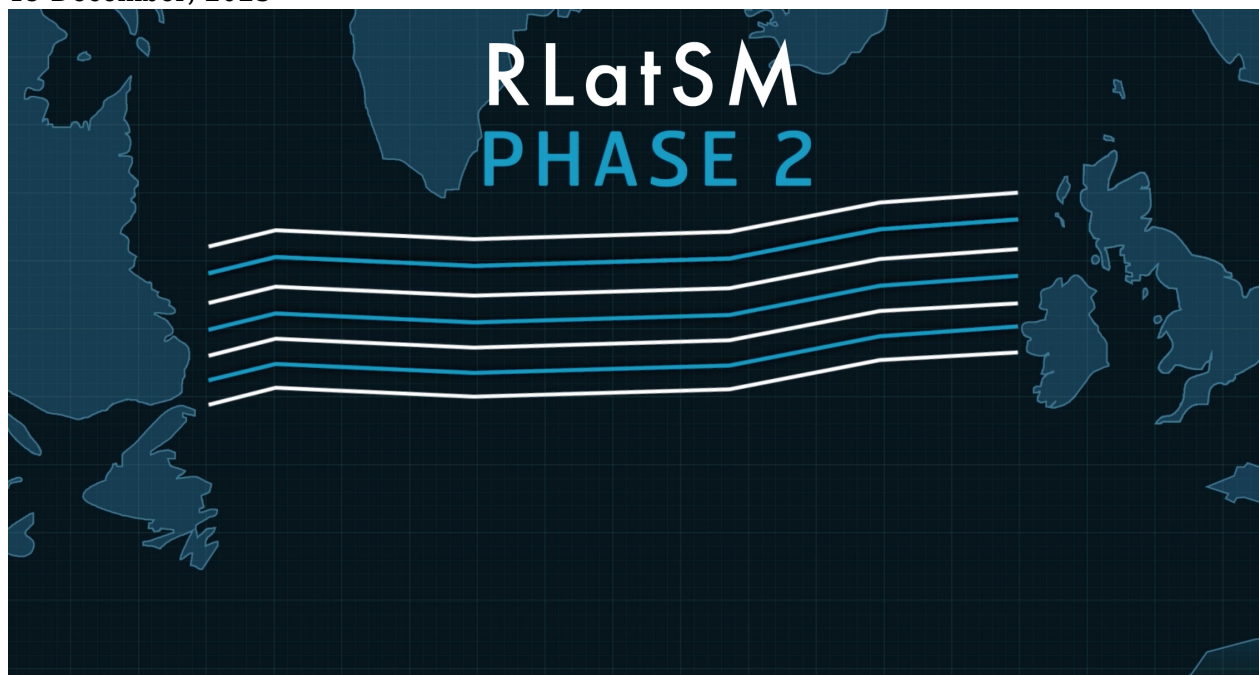
2. **Join OPSGROUP** with an individual, team, or department/airline plan, and get it free on joining (along with a whole bunch of other stuff), **or**
3. **Purchase a copy** in the Flight Service Store!

---

## More NAT half-tracks are coming

David Mumford

19 December, 2023



Update Jan 23: The current phase of the trial for RLatSM Tracks will come to an end on March 29, when PBCS standards will be introduced for the NAT tracks. More info on that [here](#).

Since Dec 2015, there have been three daily NAT tracks spaced by one-half degree between FL350-390. These are officially called 'RLatSM Tracks' (Reduced lateral separation minima), but we all just prefer to call them 'Half-Tracks'.

Separating flights by one-half degree of latitude rather than the standard one degree means that aircraft can be separated laterally by 25nm, which helps improve the efficiency of North Atlantic operations.

**In Jan 2018 the Half-Tracks will be expanded from the three that now run each day, first by one additional track and then (maybe) to all NAT Tracks between FL350-390 inclusive. Jan 4 is the earliest day that this might happen, but because they will be decided tactically, it will most likely be the first busy day after Jan 4.**

If you want to operate on the RLatSM tracks, you're going to need CPDLC, ADS-C, and RNP4; along with the other standard pre-requisites for operating in the NAT HLA between FL350-390: an HLA approval, TCAS 7.1, RVSM approval, two LRNS, and a working HF radio. To figure out where you are welcome on the NAT, depending on what equipment and training you have, check out our quick and dirty guide [here](#).

One thing to be cautious of when using the half-degree tracks – most aircraft FMC’s truncate lat/long waypoints to a maximum of 7 characters, so it will often show up as the same waypoint whether you’re operating along whole or half degree waypoints. So when operating on the half-tracks, just remember to double-check the full 13-character representations of the lat/long waypoints when you enter them into the FMC.

For more details about the new RLatSM procedures, have a read of the UK AIC 087/2017 [here](#).

---

## Shanwick Bogus Messages

Declan Selleck  
19 December, 2023



Just around New Years, a story started growing legs about **Bogus CPDLC messages** from Shanwick and Gander. In the most worrying version of events, the G550 crew received a “Descend at Max Rate” type message on CPDLC, and when they checked on voice with ATC it hadn’t come from them.

We had lots of replies on this – both by email and in slack, thanks everyone! So here is the event summary as pieced together by the community:

- This was a **single event** that happened in December, at 0500Z one morning, to a G550
- It was caused by an avionics bug in the FMS – a valid error message was parsed incorrectly and assigned a value of “Descend at max rate” by the FMS, which appeared on the screen.
- Fears of it being some kind of spoofing or hack are unfounded. The initial story spread like wildfire! But ultimately, a non-event.

### Confirm Assigned Route

This was the second part of the concerns about CPDLC messages from Shanwick. Lots of crews have been getting an FMS message after passing the Oceanic Entry Point saying “**Confirm Assigned Route**”. We’ve probably gotten 50 distinct messages/emails/queries on this. Many crews don’t know quite what this is or what to do with it, and many wondered if it was also a “bogus message”.



**This is normal.** It's a new procedure, and this message is now automatically sent by Gander, Shanwick, and Iceland. The reason for the message, is to act as a cross check, now that we're all cruising with 30 miles between us instead of the old school 60. When you do "Confirm Assigned Route", then ATC knows that you're both on the same page.

We first mentioned it here in November, have a read. The only recent update is that Gander and Iceland have automated the CPDLC message, so everyone that logs on will get the "Confirm Assigned Route" message.

---

## International Bulletin: Winter is Coming, Updated Canada Requirements

Cynthia Claros  
19 December, 2023

**INTERNATIONAL  
BULLETIN**

**ISSUED BY FLIGHT SERVICE BUREAU**

SITA HNLFSXH AKLFSXH AFTN KMCOXAAL

EMAIL INTL.DESK@FSBUREAU.ORG



**Winter is coming** 09NOV With the clocks changing, it's a reminder that we're not far away from the snowstorms, deicing delays, cancelled flights, airport shutdowns, and those big invoices for de-icing fluid. Our new author Frank Young has an article.

**Updated Canada requirements** 09NOV From tomorrow, November 10, an eTA is now mandatory for flights to Canada (for most people), and there's an update to flying to Canada with a previous conviction. Read the article.

---

**BIKF/Keflavik** Long a destination for flight certification testing (because it's cold and windy), will not accept test flights until February next year, thanks to runway renovation work.

**ZZZZ/Worldwide** Last week we ran a story about the new ICAO SID/STAR phraseologies. In short, some countries are implementing, and others aren't. We're going to make a list of who's doing what, so that you

as an operator or pilot will have some idea. Can you help us? What is your country doing? Tell us at [bulletin@fsbureau.org](mailto:bulletin@fsbureau.org).

**LTBA/Istanbul** At about 0100 local time on 6 November, two people on a motorcycle opened fire outside Istanbul Ataturk International Airport, prompting a temporary closure. Reports indicate that authorities apprehended both suspects and did not find additional weapons or explosives on their persons. Officials briefly placed the airport on lockdown but reopened the facility at about 0130. The incident reportedly did not affect flights, and the gunfire harmed no civilians or police officers.

**CZZZ/NAT Region** The FAA has recently determined that time estimates provided by pilots in oceanic CTAs are less accurate than expected, particularly when adverse weather causes pilots to deviate from the planned course. These inaccurate estimates can compromise the separation of aircraft. Have a read.

**YMML/Melbourne** Be aware of recent hoax ATC calls. Someone with a handheld radio has been making “go-around” transmissions on the Tower frequency, and at least one aircraft has responded. Airservices says there have been 15 such transmissions in the last few weeks.

**CZZZ/Canada** The NBAA has issued useful updated info for flying to Canada with previous convictions – Canada is known for refusing entry based on DUI charges. Today, November 9, is also the last day that you can enter Canada without an eTA.

**PWAK/Wake Island** – an ETOPS alternate – is closed on 11NOV for Veterans Day. They do say they will attend with 30 mins notice, so maybe two ETOPS circles are required for that day. Check other US ETOPS alternates on this date also.

**UCZZ/Kyrgyzstan** Since 4 November, if you’re staying for longer than 5 days, you must register with the local authorities.

**PKMJ/Majuro** is downgraded to Cat 6 until November 23, which may affect some operators using this as an ETOPS alt.

**EGNX/East Midlands** airport has some weekend closures for the next six weeks.

**VIZZ/India** announced on 8 November that 500 and 1,000 rupee banknotes will cease to be legal tender as of 0000 local on 9 November 2016.

**EVLA/Liepaja** (one of Latvia’s three international airports) is now closed to all operations. They say they will be open again in Spring 2017. Fingers crossed.

**LAZZ/Albania** has been experiencing heavy rains, high winds and flooding throughout the country, causing road blockages, school closures, and disruptions in ferry services. The army has been mobilized for rescue and relief operations.

**LFLL/Lyon** If you’ve been using LFLL as an alternate at weekends, you’ll have to cut that out from December 10th, they don’t want weekend diversions of non-sched flights.

**EGKK/Gatwick** has advised of a new series of rail strikes that will run through to January next year.

**MHTG/Central America FIR** reminds operators that a **CENAMER notification** by AFTN is required for all flights planning to enter the airspace.

**MTZZ/Haiti** The US has published updated advice for Haiti: U.S. citizens are advised not to travel to the southern peninsula of Haiti, commonly referred to as the “southern claw.” The U.S. Embassy has currently banned unofficial travel to the southern peninsula and allows official travel only after consultation with its security office. There is widespread devastation throughout the southern claw with the most affected areas on the western tip of the peninsula. Travelers can expect difficult travel conditions with roads made

impassable by landslides, damaged roads, and bridge failures. There is also widespread damage to buildings and infrastructure, including gas stations and cell towers, loss of electricity, and shortages of food and potable water. U.S. citizens who choose to travel to the southern claw in spite of these risks should carry sufficient water, food, fuel, and medicine to last longer than their anticipated stay. The security environment around the southern claw is fluid and uncertain.

**LFOB/Paris Beauvais** is closed overnight from 2200 to 0600Z, for 14-25 November inclusive, due to stuff.

**HAZZ/Ethiopia** On November 8, the Command Post – the body tasked with implementing Ethiopia’s state of emergency – lifted the restriction imposed on foreign diplomats, which restricted them from traveling more than 25 mi/40 km outside of Addis Ababa. The Command Post also lifted and revised several other state of emergency provisions; however, the changes are minor and are not likely to affect the current situation. The curfew and communication restrictions remain in place

**NFTF/Tonga** Fua’amoto (the main airport) has new operating hours – these are, in UTC: 1600 SUN TO 0530 MON, 1025 MON TO 0800 TUE, 1600 TUE TO 0530 WED, 1000 WED TO 0800 THU, 0900 THU TO 1200 THU, 1600 THU TO 0530 FRI, 1600 FRI TO 0800 SAT. They’ll accept div traffic outside these hours, call +676 22 608 – but prefer no surprises on Sundays.

**OMAA/Abu Dhabi** will see heavy traffic for the Grand Prix on November 27, avoid if possible.

**SBZZ/Brazil** The office that processes Foreign Civil overflight and landing permits has updated hours of operation: Mon-Fri 1230Z-2230Z.

**SBCT/Curitiba** airport would like 4 hour PPR notice for non-scheduled flights, and request that you call them on 55-41-3381-1478 to arrange that.

**SPJC/Lima, Peru** has an upcoming APEC meeting 14-21 November, with a decent increase in traffic expected, and a few restrictions. They’ve also warned pilots to pay attention to radios and transponder codes to avoid them sending up the jets – good advice.

**TVSV/ET Joshua** Airport is closed due to flooding.

**VECC/Kolkata** Radio has a new HF frequency: 8861, with hours 1330Z-0130Z. Use this if 6556 or 10066 isn’t working for you.

**CZQX/Gander** is going to auto-send you a “Confirm Assigned Route” message from 01DEC, on entry into their OCA – if you are FANS 1/A equipped. If you’re not sure how to feel about that, read our previous article.

**LCCC/Nicosia** There’s a good deal of mil activity – UN, and Russian – in the Cyprus region at the moment. Read the LCCC and surrounding FIR Notams carefully. Oh, and if you’re not up to date on your Greek-Turkish FIR dispute, add LGGG and LTBB to that. As 2016 draws to a close, enough regional history has been published for an entire novel. This weeks Notam series covers the 1923 Lausanne Peace Treaty.

**NZZC/New Zealand** published a change to SID procedures today, and our brain hurts. We’re not sure if this is related to the 10NOV ICAO SID/STAR changes, or .. something else. If you’ve got it deciphered, let us know. THE STANDARD INSTRUMENT DEPARTURE (SID) SPECIFIES IN BOTH DIAGRAMMATIC AND NARRATIVE FORM ANY OF THE FOLLOWING: THE DIRECTION OF TURN, HEADINGS, TRACK, DISTANCES, SIGNIFICANT POINTS AND ALTITUDE REQUIREMENTS. WHERE TRACKING TO OR FROM A NAVIGATION AID IS NOT POSSIBLE, DESIRED TRACKS ARE SHOWN AND DUE ALLOWANCE FOR WIND IS TO BE MADE. AIRCRAFT ARE TO CONTINUE CLIMBING THROUGHOUT THE SID UNLESS IN COMPLIANCE WITH PUBLISHED ATC MAINTAINS, DEPARTURE MINIMUM SAFE ALTITUDE (MSA) OR AS OTHERWISE INSTRUCTED. WHERE CONTINUOUS CLIMB TO THE END OF THE SID IS NOT REQUIRED A DEPARTURE MSA MAY BE DEPICTED ON THE RELEVANT CHART. THE DEPARTURE MSA REPRESENTS THE LOWEST ALTITUDE FOR OBSTACLE



CLEARANCE ALONG THE ENTIRE DEPARTURE ROUTE (INCLUDING TRANSITIONS). IT REMAINS THE PILOT'S RESPONSIBILITY TO MEET SUBSEQUENT ENROUTE MSA/MINIMUM FLIGHT ALTITUDE (MFA)/MRA/MEA REQUIREMENTS APPLICABLE AFTER SID TERMINATION. DEPARTURE MINIMUM SAFE ALTITUDES DO NOT ENSURE CONTROLLED AIRSPACE CONTAINMENT.

**OEZZ/Saudi Arabia** has issued an extension of the policy that requires all aircraft with a destination in Yemen to first land in OEBH/Bisha – through to 08FEB next year. The only exceptions are the UN, Red Cross, and MSF.

**VHHK/Hong Kong** is going to move to a new ACC and ATC Tower towards the end of this month. There will be delays. The actual date hasn't yet been notified, we'll let you know when we hear.

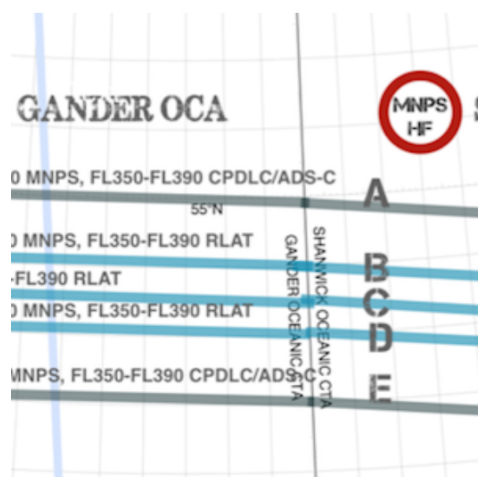
View the full International Bulletin 09NOV2016

---

## Midweek Briefing: NAT changes postponed, Matthew Airport Update

Cynthia Claros  
19 December, 2023

INTERNATIONAL BULLETIN	ISSUED BY FLIGHT SERVICE BUREAU
	SITA HNLFSXH AKLFSXH AFTN KMCOXAAL
	EMAIL INTL.DESK@FSBUREAU.ORG



**NAT changes postponed** 05OCT Phase 2 of Reduced Separation on the North Atlantic NAT Tracks will not go ahead as planned, slowing down the rate of change in the NAT region. Read the article.

**Matthew: Airport Update** 05OCT The next 24 hours will dictate the impact that Hurricane Matthew will have on Florida, as it leaves Cuba and begins to track north through the Bahamas. Airports Update: for Haiti, MTPP/Port-au-Prince ... Read the article.

---

**DGAA/Accra, Ghana** has a radar outage until Oct 19th in the southern area.

**EGKK/London Gatwick** has a Runway Occupancy Trial starting on 08OCT, all medium and large aircraft (A319 upwards) should plan to vacate at FR. Smaller aircraft vacate at E.

**ENGM/Oslo** has a fueller strike – plan to carry return fuel to avoid issues, until 10OCT at least.

**OAZZ/Afghanistan** Security reminder from Kabul: serious threats to safety and security exist in the city of Kabul and throughout Afghanistan. The threat of kidnapping is high. The potential also exists for protests to occur in Afghan cities at short notice. Militant groups usually plan attacks against locations and individuals with potential American connections, including: Afghan and U.S. government facilities, foreign embassies, military installations, commercial entities, non-governmental organization offices, restaurants, hotels, airports, and educational centers. Travel to all areas of Afghanistan remains unsafe due to the ongoing risk of kidnapping, hostage taking, military combat operations, landmines, banditry, armed rivalry between political and tribal groups, militant attacks, direct and indirect fire, suicide bombings, and insurgent attacks, including attacks using vehicle-borne or other improvised explosive devices.

**MYZZ/Bahamas** all Airports closed due to Hurricane Matthew with effect today until 1900Z on 07OCT.

**YMHB/Hobart** is extending the 12/30 runway, see AIC H30/16 for impact information.

**FEFF/Bangui** has an overnight airport curfew from 2200-0500Z until the end of the year.

**DIAP/Ivory Coast** It's now possible to apply for a visa online; after registering and paying online, you can collect the visa on arrival at Abidjan airport.

**LTZZ/Turkey** The state of emergency will officially be extended until January 2017. The announcement came after a Cabinet meeting; President Recep Tayyip Erdogan has also supported the extension. The state of emergency was put in place on 20 July following the 15 July attempted coup.

**Typhoon Chaba** While many eyes are on Hurricane Matthew, on the other side of the world Chaba is tracking north towards Japan after strongly impacting South Korea, however the system is weakening.

**BIZZ/Iceland** Volcano Katla downgraded to colour code Green, after last weeks concerns of elevated activity.

**HAAB/Addis Ababa** There are reports of anti-government protests taking place on the outskirts of Addis Ababa on Oct 4th. Unconfirmed reports indicate that protesters are attacking government property in the Akaki, Alem Gena, Burayu, Sebeta, Keta and Ayer Tena areas and that police officers have been deployed to the affected locations. Meanwhile, in the city center, shops have reportedly closed and there have been isolated reports of gunfire. Transportation to and from the affected areas has shut down.

**LGZZ/Greece** Greek trade unions have announced strike action that is expected to cause disruption to a number of domestic flights between 4 October and 8 October.

**FVZZ/Zimbabwe** The UNIVISA system has been suspended. If travelling between Zimbabwe and Zambia more than once either way, you should get a double entry visa; due to the ongoing cash liquidity crisis, authorities have announced a series of measures designed to stem the flow of US dollars out of the country; take sufficient cash to cover your needs for the duration of your travel.

View full International Bulletin 05OCT2016

---

# Iceland Volcano alert - Katla

Declan Selleck

19 December, 2023

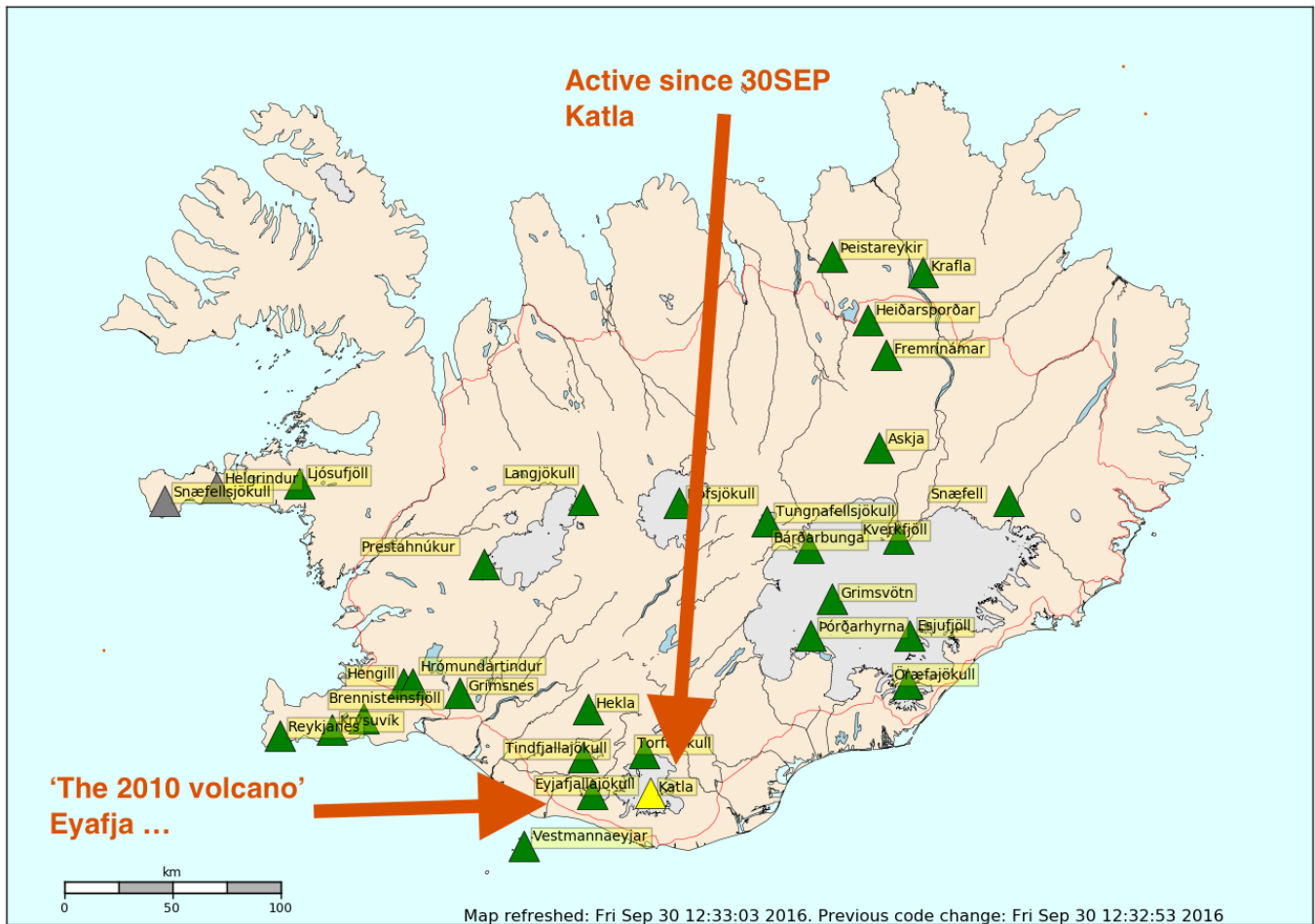


Icelandic volcano **Katla** has been raised to colour code Yellow by the Icelandic met office.

Katla lives beside Eyjafjallajökull, the volcano that closed much of Europe's airspace for a week or so in 2010.

Colour code yellow means that there is increased activity, but no eruption ... as of yet.

## Aviation Color Codes for Icelandic Volcanic Systems



It doesn't mean that an eruption is 'expected' either, but given the proximity of Katla to the site of the major eruption in 2010, there may be correlation. Icelandic scientists have also said that an eruption of Katla is overdue.

For now, keep an eye on updates at <http://en.vedur.is/weather/aviation/volcanic-hazards/>

## Iceland ATC Strike Over

Declan Selleck  
19 December, 2023





We say the words with trepidation, because it's been promised a few times over the last few months but then closures continued – but what we can tell you is that:

- There was an agreement on **July 18**, that appears to be holding
- There have been no closures of BIKF, BIRK, or BIRD in the last week or so.

With that in mind we think it's safe to say that the strike is over, and it should be Ops normal through Iceland from now on.

---

## Midweek Briefing 13JUL: South Sudan off limits, New Zealand airport strike off

Cynthia Claros  
19 December, 2023

# INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH AFTN KMCOXAAL

EMAIL INTL.DESK@FSBUREAU.ORG



**South Sudan off limits** 13JUL The security situation in Juba, and South Sudan, has deteriorated in the last week, with HSSJ/JUB becoming off limits due to fighting. Read the article.

**New Zealand airport strike off** 13JUL A planned strike by Aviation Security across airports in New Zealand, which would have led to wide scale disruption, has been called off at the last minute. Read the article.

---

**BGBW/Narsarsuaq** Current hours are Monday to Saturday 1000-1900Z. If you want to plan a visit outside these hours, or even use BGBW as an alternate, get permission from bgbw@mit.gl in advance. There will be additional costs, especially heavy on a Sunday.

**SBZZ/Brazil** is the latest country to wield the threat of shooting down aircraft. Last month we reported on the same language from Sudan, in reference to overflight permits. Brazil's firm stance is in relation to the Olympic Games, and says that unidentified aircraft that violate the protected airspace around facilities of the Olympic Games in Rio de Janeiro. "We are not playing," said Defence Minister Raul Jungmann. This is more of concern to a lost C172 than commercial flights (unlike Sudan, which is the reverse), but worth being aware of.

**EGPZ/Poland** has effectively dispensed with the Schengen agreement for now, expect full border controls at all international airports (ie. Passport check, Gendec).

**EGPZ/Scottish FIR** The military are carrying out some GPS jamming trials over the ocean from 12-29JUL. If you're operating in the region of Benbecula VOR, especially west of it, be aware that your GPS might stop working.

**OAKX/Kabul** Aircraft in the eastern sections of the Kabul FIR can expect some radio issues, as a comm unit (VSAT at Ghanzi) is out of action. The advice from ATC in Afghanistan is to keep trying the assigned frequency until within range of a different transmitter; in the meantime, a bit of SLOP, IFBP and TCAS should keep you out of trouble. See full article.

**MKZZ/Jamaica** Significant increase in the number of confirmed cases of Dengue fever in Jamaica during the first half of 2016. Dengue fever is endemic to Latin America and the Caribbean and can occur throughout the year.

**ENZZ/Norway FIR** Plans are afoot to raise the transition altitude to 18,000ft. It's an age old question, why does Europe have different TA's, and the US has just one? Together with surrounding countries, and the Irish FAB, this looks to be changing – but it may take a little while. See Norway AIC 7/16.

**YBBB/Brisbane FIR** (and Melbourne) will be updating their software on the night of 20JUL, with a hefty 6 hour outage of CPDLC and all the other good stuff.

**OAMS/Mazar-E-Sharif** Fuel payment is now only accepted in cash.

**NZZZ/New Zealand** A planned strike by two airport workers' unions and New Zealand's Aviation Security Service (Avsec) will now not go ahead. The unions sought increases in compensation, and negotiations on their demands will take place in the coming weeks. Read the article

**EYPH/Paluknys** is a new location indicator for the airport in Lithuania.

**ZBDS/Edros - Ejin Horo, China** will open to foreign flights this month. We did battle with AIP China for 30 mins to get further info but lost the fight. If you know more, tell us and we'll share.

**HSZZ/South Sudan** The ceasefire announced on 11 July is holding. Juba International Airport (HSSJ/JUB) is open to charter operations; however, commercial flights have yet to resume. U.S. government aircraft evacuated personnel on 12 July; however, a security message issued by the embassy later in the day advised U.S. citizens to continue to shelter in place and not attempt to travel to the airport. Meanwhile, other countries, such as Japan, Uganda, and Germany plan to send military aircraft to evacuate their nationals.

**SEZZ/Ecuador** A large earthquake (6.4) struck on 10JUL just east of Muisne, on the northwest coast of Ecuador. The quake had a shallow depth and followed 10 minutes after another earthquake that had a magnitude of 5.9. Although strong tremors were reported in Esmeralda and Quito, there were no immediate reports of damage. The Pacific Tsunami Warning Center did not issue a tsunami warning following the quake.

**UZZZ/Mt. Klyuchevskoy**, Russia continues to produce ash that extends up to 25,000 feet. Movement is towards the east at 10 knots.

**PZZZ/Pacific** Two hurricanes to monitor: The National Hurricane Center is issuing advisories on Hurricane Celia, located more than 1000 miles west-southwest of the southern tip of the Baja California peninsula, and on Tropical Storm Darby, located several hundred miles west-southwest of Manzanillo, Mexico. Tropical Storm 05E (Darby) is on a strengthening trend...and may reach category 1 hurricane stage over the open ocean in a couple of days. For now both are expected to remain offshore.

**DGZZ/Ghana** African Union nationals whose countries do not have a visa-free agreement with Ghana are now eligible for a 30-day visa-on-arrival for business and tourism. The visa-on-arrival program will be piloted for three months starting at Kotoka Airport and will be extended to other ports of entry in the future. Travellers can extend their visa upon expiry in Ghana, and business travellers can apply for a longer-term visa at a Ghanaian consular post.

**BIZZ/Iceland** ATC Strike continues, primarily affecting BIKF/Keflavik, BIRK/Reykjavik, and BIRD/Reykjavik Oceanic for International Operators. Restrictions on landing, eastbound, and westbound overflying traffic. Read the article

**LTBB/Istanbul FIR** If you've got some time on your hands, have a look at the Greece-Turkey great NOTAM argument of 2016. This is an almost annual performance, the equivalent of a street argument between two kids.. If you're busy, just skip all of it when they appear on your Pre Flight Briefing for Turkey or Greece (which they will).

# Midweek Briefing 06JUL: Hong Kong capacity problems, Iceland: The fun continues

Cynthia Claros  
19 December, 2023

<b>INTERNATIONAL BULLETIN</b>	<b>ISSUED BY FLIGHT SERVICE BUREAU</b>
	SITA HNLFSXH AKLFSXH AFTN KMCOXAAL EMAIL INTL.DESK@FSBUREAU.ORG



**Hong Kong capacity problems** 06JUL During this year, the Hong Kong CAA has issued a couple of warnings to operators to stick carefully to their allocated slots, but it's not making much of a difference to operations there. Read the article.

**Iceland: The fun continues** 06JUL Last week there were some really positive indications that the ATC strike in Iceland was coming to an end, but it's now worse than ever, with Westbound, Eastbound, and landing traffic all affected. Read the article.

---

**HECC/Cairo FIR** A restriction exists for traffic to and from the Amman FIR, so if overflying Jordan and then Egypt, or vice versa, you can only use the waypoint METSA.

**OMAE/Emirates FIR** has some updated peak times. Departures need a slot between 0630-0730Z and 1700-0000Z. Arrivals will be spaced 5 mins apart during these times also, as will aircraft entering the OMAE FIR from nearby airports like Muscat, Isa, and Baghdad.

**EIDW/Dublin** Runway 10/28 is closed overnight until 09JUL.

**OERK/Riyadh, Saudi Arabia** will be hosting the 'Global Ministerial Aviation Summit' 29AUG-31AUG. 55



different ministers from various countries are expected to be in attendance. Be aware of potential restrictions leading up to and after the event.

**CYFB/Iqaluit** Another NAT alternate favourite, CYFB has some runway closures throughout July.

**EGCC/Manchester** is doing some work on 05L/23R overnight until 08JUL and has advised operators to carry some extra gas due possibility of holding.

**LOWW/Vienna** has published a helpful list of rush hour periods – worth avoiding these times as holding is common at VIE. The times are: 0530-0750, 0920-1030, 1140-1240, 1340-1500, 1615-1800, and 1840-1940Z.

**BIZZ/Iceland** Despite optimistic reports of a resolution to the ATC dispute in Iceland last week, the situation remains unresolved. Last night BIRD Oceanic was closed to most Eastbound traffic once again, as was BIKF. A new addition to restrictions is a closure to many Westbound flights on Wednesday 06JUL – “DUE TO STAFF SHORTAGE IN REYKJAVIK OACC WESTBOUND TFC PLANNING TO ENTER BIRD FROM ENSV VIA GUNPA, VALDI, IPTON, INGAL, ISVIG AND EGPX VIA LIRKI, GONUT, OLKER, MATIK AND RATSU AND THEN PROCEEDING INTO EGGX OR CZQX SHALL REMAIN SOUTH OF BIRD CTA” Read the article.

**EDYY/Maastricht** ATC have requested crews operating through the Maastricht UIR to log on to CPDLC EDYY, if you have datalink. While voice remains the primary comms method, you might get an uplink message if the frequency is busy – it’s not a test, you should confirm – most of these uplinks are likely to be frequency changes.

**EPZZ/Poland** has advised operators to check carefully whether permission is required in advance of operations at airports other than EPWW/Warsaw. Many countries including Poland have reinstated Border Controls within the Schengen zone. Best advice is to treat each country as having full Border Controls for the moment (so think Passport, GenDec, etc.)

**SPIM/Lima FIR** (Note that the airport is now SPJC, distinct from the FIR code) is shutting down airway UG427 after 21JUL.

**SUEO/Montevideo ACC** (Uruguay) has some comms issues in it’s airspace, and has advised of some extreme spacing between aircraft irrespective of FL – 40nm. For now, this ends today (06JUL) but may happen again.

**WSZZ/Singapore** Qualifying citizens of Singapore are now eligible to apply for US Global Entry membership – and benefit from expedited entry to the United States at designated airports. Similarly, qualified U.S. citizens are eligible for enrolment in Singapore’s enhanced-Immigration Automated Clearance System (eIACS).

**ZMUB/Ulaanbaatar, Mongolia** is downgraded to RFF Cat 7 until 10JUL. Also, from 12-16JUL, you can’t file this as an alternate which may limit your options somewhat.

**LFPG/Paris** due to maintenance on the ILS for Runway 08L/26R from 18JUL to 02OCT. The only approaches that will be available will be RNAV based procedures (LNAV/VNAV, LPV, LNAV) and VOR/DME.

**GQNN/Nouakchott, Mauritania** has moved to a new international airport this June. Located approximately 10nm north of the city, it has an annual passenger capacity of 2 million. Infrastructure from the capital’s old airport was transported to the new one.

**SECU/Cuenca** Following the landing incident on 28APR of an E190, all inbound flights will be reportedly be held if the runway is wet – until end of August.

**LFMH/St Etiennee** Fuel outage on 07JUL, 0800-1100 UTC.

**Canada/Mexico** From 01DEC2016, Mexican nationals will be able to travel to Canada without a visa for business and tourism for up to 90 days.

**Turkey/Russia** Russia has lifted the travel restrictions on tourists between the two countries. The ban was put in place following the downing of a Russian military aircraft last year.

**Bangladesh** Germany, Australia and the U.K. have banned direct cargo flights from Bangladesh due to security concerns.

**Israel/China** The Israeli parliament has ratified a multiple-entry visa agreement with China, under which Chinese business visitors and tourists can enter Israel multiple times with the same ten-year visa and vice versa.

**EZZZ/Europe** the European Union updated **Air Safety list** (aka the Airline Blacklist) on 17JUN, and lifted a ban on Zambian air carriers.

**Uganda** Introduction of 'e-visa' system. You must show a valid yellow fever vaccination certificate on arrival.

**ZJSA/Sanya FIR, China** has an ADS-B trial up and running on L642 and M771. Radar is still the primary separation tool, but ATC ask that you check your Flight ID matches your FPL.

View the full International Bulletin 06JUL2016

---

## Iceland ATC strike bigger than ever

Declan Selleck  
19 December, 2023



We had some really positive hints at a resolution of the Iceland ATC strike last week, but it's not over yet – by any measure. Today sees another long list of airspace and airport closures. Oceanic Eastbound, Westbound and landing traffic all affected.

**BIKF/KEFLAVIK A0454/16 06JUL 1007Z**

(NOTAMR A0453/16) - DUE TO STAFF SHORTAGE BIKF TWR SERVICE LIMITED TO SCHEDULED COMMERCIAL AND INTERNATIONAL FLIGHTS, AMBULANCE AND EMERGENCY FLIGHTS. NO TOUCH AND GOES OR LOW APPROACHES FOR VFR TRAINING FLIGHTS, ONLY DEPARTURE AND ARRIVAL. TWR BIKF SERVICE LIMITED TO AMBULANCE AND EMERGENCY FLIGHTS ONLY DURING THE FOLLOWING HOURS: 09:00-09:30, 11:30-12:00 AND 14:00-14:30. 06 JUL 10:05 2016 UNTIL 06JUL 21:00 2016.

**BIRD/REYKJAVIK OACC A0452/16 05JUL 2146Z**

(NOTAMR A0451/16) - DUE TO STAFF SHORTAGE IN REYKJAVIK OACC WESTBOUND TFC PLANNING TO ENTER BIRD FROM ENSV VIA GUNPA, VALDI, IPTON, INGAL, ISVIG AND EGPX VIA LIRKI, GONUT, OLKER, MATIK AND RATSU AND THEN PROCEEDING INTO EGGX OR CZQX SHALL REMAIN SOUTH OF BIRD CTA. 06 JUL 11:00 2016 UNTIL 06 JUL 20:00 2016.

**BIRD/REYKJAVIK A0450/16 05JUL 1518Z**

- DUE TO STAFF SHORTAGE IN REYKJAVIK CENTRE, OPERATORS SHALL FILE TO COMPLY WITH THE FOLLOWING:

1. EASTBOUND TFC WILL NOT BE ACCEPTED FROM CZQX AND EGGX EXCEPT TRAFFIC WITH DESTINATION IN ICELAND, SCANDINAVIA, BALTIC STATES AND RUSSIA.
2. EASTBOUND TRAFFIC FROM AERODROMES EAST OF 105W WITH DESTINATIONS IN THE MIDDLE EAST SHALL REMAIN CLEAR OF BIRD CTA.

OPERATORS ARE URGED TO KEEP REQUESTS FOR LEVEL AND SPEED AMENDMENTS WITHIN BIRD CTA TO A MINIMUM. FOR FURTHER INFORMATION CALL REYKJAVIK SHIFT MANAGER +354 424 4141. 06 JUL 02:00 2016 UNTIL 06 JUL 08:00 2016.

**BIRD/REYKJAVIK A0452/16 05JUL 2146Z**

(NOTAMR A0451/16) - DUE TO STAFF SHORTAGE IN REYKJAVIK OACC WESTBOUND TFC PLANNING TO ENTER BIRD FROM ENSV VIA GUNPA, VALDI, IPTON, INGAL, ISVIG AND EGPX VIA LIRKI, GONUT, OLKER, MATIK AND RATSU AND THEN PROCEEDING INTO EGGX OR CZQX SHALL REMAIN SOUTH OF BIRD CTA. 06 JUL 11:00 2016 UNTIL 06 JUL 20:00 2016.

---

## Summer of ATC Strikes: This weeks update

Declan Selleck  
19 December, 2023



European Air Traffic Controllers are striking in a fight against changes emanating from labour reform and the Single European Sky initiative. Curiously, Greece – normally a big fan of ATC strikes during the summer – has remained off the radar.

### Here's the latest, and it's a growing list:

#### France

- Ongoing ATC Strikes – the latest ended on 06JUL at 0400Z. Nothing else on the horizon – for now.
- French overseas territories are also included in these strikes – so Tahiti, New Caledonia, Martinique, Guadeloupe have all joined in the action when it takes place.

#### Italy

- Strike announced for 23JUL, affecting Area Control Centre's and Airports in Italy. Normally Italian strikes permit overflying traffic without restriction.

#### Iceland

- Ongoing sporadic strike action affecting BIKF, BIRK airports, and BIRD Oceanic FIR. Occasional entire closures of the airspace except for Emergency and scheduled flights. Eastbound Traffic from the US/Canada to Europe not accepted during these closures unless destination is in Scandinavia, the Baltics, or Russia.
- Since first week of July, westbound traffic is also not accepted in BIRD during strike periods. Check BIRD Notams.

#### Portugal

- Strikes announced for **every Friday in July** were cancelled last week

We'll keep this page updated as we get updates.



# Iceland ATC strike - a solution

Declan Selleck  
19 December, 2023



The strike goes on ... but there may be a solution by Friday this week. Icelandic MPs passed a bill forcing a resolution to the ongoing pay dispute with air traffic controllers. The new law states that the air traffic controllers' union and the airport operator Isavia have until Friday to reach an agreement – failing this, the matter be sent to a court of arbitration for a final resolution.

In the interim, sporadic airport closures at BIKF/Keflavik and BIRK/Reykjavik continue, as do general airspace restrictions in the BIRD FIR. If you can avoid a stop in Iceland, it would seem sensible to do so until the conflict is resolved.

---

## Oceanic Errors

Declan Selleck  
19 December, 2023



Unfortunately, we don't fly with three in the cockpit anymore – or even four. The navigators job falls squarely onto the front two seats. Over one weekend in April there was one **Gross Navigation Error**, and two close calls reported on the North Atlantic.

#### **April 22nd (Friday)**

*Democratic Republic of the Congo Boeing 727 100 (9QCDC/DRC001) from Santa Maria Island, Azores (LPAZ) to St. John's NL (CYYT)*

At 1235Z, Observed on radar to be over position 4720N 4745W, which was approximately **60 miles** north of the cleared route 45N 45W – 47N 50W. The crew reported correctly while in oceanic airspace. The flight was cleared direct to YYT and landed without incident at CYYT. There was no traffic, and no other impact to operations.

#### **April 24th (Sunday)**

*Neos Airline Boeing 767-300 (INDDL/NOS730) from Ferno, Italy (LIMC) to Havana, Cuba (MUHA)*

Cleared via 49N030W 48N040W 45N050W. At 30W, the flight reported 48N040W 44N050W. The aircraft recleared to 45N050W prior to proceeding off course.

#### **Apr 25th (Monday)**

*Transportes Aereos Portugueses Airbus A330-202 (CSTOO/TAP203) from Lisbon, Portugal (LPPT) to Newark, NJ (KEWR)*

Cleared 46N030W 46N040W 45N050W. The aircraft reported proceeding via 46N030W 46N040W 44N050W, as per the original flight plan. The aircraft was recleared via 45N050W prior to proceeding off course.

Did you notice how hard it was to find the error in the above two examples?

**Gross Navigation Errors** are a really interesting topic, and relevant not just on the North Atlantic but in any Oceanic or Remote airspace where ATC cannot monitor the aircraft tracking.

**What defines a GNE?** Normally, 25nm: That is, when on “own navigation” the aircraft departs the cleared route by more than 25nm. The NAT Central Monitoring Agency (CMA) now defines a Gross Navigation Error as 10nm instead of 25nm.

Annually, the biggest offenders in order of “market share” are: 1. Corporate/Private, 2. Military/State 3.

Civil airlines.

## **How to Avoid a GNE?**

**(aka How to avoid a Nastygram from the Authorities):**

In general, when operating outside of ATC Radar coverage in any airspace:

- Crews: Don't have more than one paper copy of the Flight Plan in the cockpit. Mark the active one "Master Document". Hide any other copies where you won't find them.
- Ops: If you send a new Flight Plan to the crew, tell them what the changes are – especially if you've filed a different route in Oceanic or Remote Airspace.
- **Fly the Clearance, not the Filed Plan.** This is the biggest gotcha. As soon as you reach the Oceanic Entry Point, or leave radar airspace – refer only to the most recent Clearance from ATC. The filed plan is a request only – sounds obvious, but most GNE's occur because the crew fly the filed plan although there was a reroute.
- **Be aware of the 'ARINC424 problem':** In the aircraft FMS, and map display, the current common waypoint format is 5230N for position 52N030W (as prescribed by ARINC 424). To show position 5230N030W – ARINC 424 offers a format N5230. The potential for confusion is clear. ICAO, in NAT Ops Bulletin 3/15, have recommended that operators use the format H5230, if a five-letter FMS format waypoint is required. In addition pilots are recommended to cross check any waypoints that don't have a 'name'.
- Use a **plotting chart** – it's mandatory. You don't have to use ours, but use one.
- Use an **Oceanic/Remote Area Checklist** (sample link below).

## **And specifically on the Atlantic:**

- Read the advice on the Daily Track Message – waypoint cross check, Fly the Clearance (and be sure it is the clearance!)
- Know the weather deviation procedures: Even with the new "Half Tracks", there are no changes to the in flight contingency procedures and weather deviation procedures as detailed in PANS ATM Doc444 Para15.2 & 15.2.3.

Here's some links and resources that we think are really useful:

- **Sample Oceanic Paperwork**
- **Oceanic Checklist**
- **Oceanic Plotting Chart**
- **ICAO: Gross Navigation Errors: NAT Ops Bulletin 02/2014**

For regular notices and content like the above, consider joining **OPSGROUP**.



---

# Midweek Briefing 04MAY: New US CBP Airport, Iceland ATC Strike continues

Cynthia Claros  
19 December, 2023

## INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU  
SITA HNLFSXH AKLFSXH AFTN KMCOXAAL  
EMAIL INTL.DESK@FSBUREAU.ORG



**New US CBP Airport** 04MAY A new US Customs facility opened in KMTH/Marathon on 20APR, to facilitate increased traffic to Cuba. Read the article.

**Iceland ATC Strike continues** 04MAY Icelandic controllers are in a pay dispute with Isavia, leading to multiple strike actions at BIKF/Keflavik and BIRK/Reykjavik. Last week BIKF was closed overnight at short notice. Read the article.

---

**EHAM/Amsterdam** and other Dutch airports will observe a two minute silence on ATC frequencies today, 04MAY, from 1800-1803Z. ATC will arrange traffic flow so that no aircraft will land or taxi during this period, meaning likely delays, albeit for a short period.

**SECU/Cuenca, Ecuador** remains closed after an E190 slid off the main runway on 29APR, latest estimate is no reopening before 06MAY.

**CZZZ/Canada** Visa-exempt foreign nationals can enter and exit Canada by air without an Electronic Travel Authorization until 29SEP2016. After that date, these travelers will need to obtain online authorization to visit.

**BIZZ/Iceland** Multiple ATC Strike actions for BIRK and BIKF are ongoing, check NOTAMS and with handler for latest. **Read article.**

**TFFR/Guadeloupe** has ongoing main runway closures due to WIP, current shown are 04MAY 0200-1015Z, 17MAY 1000Z- 18MAY 1600Z. Only helicopters will be allowed to operate during these periods.

**UIBB/Bratsk** has a fuel shortage until 31MAY, non-scheduled movements are by PPR only.

**NWWW/Tontouta** has an ATC staff shortage and requires slots for arrival until 31MAY, Tel +687 352437. Work on 11/29 is also ongoing, check NOTAMS for any current outages, which will close the airport.

**EGGX/Shanwick** is trialling transferring westbound flights direct to a HF frequency rather than via an initial VHF frequency, using CPDLC. The default frequencies will be HF 5649 H24, 2872 0000-0900 and 1800-2400, and 8879 0900-2100.

**PAZA/Anchorage** has published new procedures Eff 28APR for User Preferred Routes within the PAZA FIR, refer A0075/16.

**SVZZ/Venezuela** changed timezones on 01MAY to UTC-4. In addition, all public offices, including public ministries, will only operate on Mondays and Tuesdays until further notice.

**TTZP/Piarco FIR** is trialling ADS-C and CPDLC with ident TTZP until 31MAY. Flights entering the FIR east of 57W should log on 15 minutes prior to the boundary with TTZP.

**UHSS/Yuzhno** has advised that B777 aircraft are limited to 310T during the summer period.

**UIAA/Chita** is only available as alternate for one specific airline (Aurora) between 0930-2100Z. Outside these times ops normal.

**WSZZ/Singapore** has introduced a fingerprint clearance system to verify the thumbprints of arriving and departing travelers ages six and above at select immigration checkpoints. The system will be progressively implemented starting at the manned immigration counters of sea and land checkpoints, followed by air checkpoints until full implementation is completed in the months ahead. Travelers should be prepared for slightly longer immigration clearance times at manned checkpoints, especially during the initial implementation stage of the project.

**YZZZ/Australia** Border Force employees have been banned from taking industrial action at airports for three months; the threat of ongoing strike action caused much concern for operations in March.

**RJTT/Haneda** the airport authority has changed the number of slots available for general aviation aircraft. Effective 25APR, slots for GA during the daytime (0600-2259 local) will be increased to 16 total for arrival and departure (from eight in the past). Note that there are no slots restrictions for night time operations (2300-0559 local).

**CYVR/Vancouver** will have one of its main runways 08R/26L closed nightly between the hours of 05-13Z 08MAY-02SEPT for construction. During the day (13-05Z) the runway will have the ILS on 08R/26L out of service, along with no approach lighting on runway 26L.

**SLZZ/Bolivia** Certain medications prescribed for personal use are treated as narcotics in Bolivia, with severe penalties for import or export without a valid prescription from a doctor; make sure you carry a letter from a doctor describing the medical condition and any prescribed drugs and that they are in their original containers and clearly labelled.

**EBBR/Brussels** has partially reopened the departure hall, which has remained closed since 22MAR. 110 Check-in counters will be open in the airport departure hall along with an additional 36 counters that are housed in temporary buildings. The EBBR airport authority expects this will bring the airport up to 80% of capacity.

**EZZZ/Europe** Bulgaria, Turkey and Romania will begin a project to interface their ATC systems so they can handle a significant build-up of airspace traffic in the Black Sea area. New routes are expected by mid 2016.

**LEZZ/Spain** The Spanish F1 Grand Prix is being held from 13MAY-15MAY and will bring heavier than normal traffic to LEBL/Barcelona and LEGE/Girona.

**HEZZ/Egypt** Individual travellers will in the future require a visa before entering Egypt. The exact date of the implementation of this rule is not yet determined. The visa must be applied for from the Egyptian embassy and the consulate generals before departure.

**GVZZ/Cape Verde** Aviation officials issued a statement announcing that national airports are open and operational. The statement was released following reports that flight operations had been suspended at the country's airports.

**ORZZ/Iraq** Iran canceled all flights to Baghdad following a breach of the International Area by protesters on 30APR. The demonstrations have caused problems for pilgrimage flights to Baghdad, and those flights will operate instead to ORNI/Najaf.

**VIDP/Delhi** has opened a new ATC tower (which is the country's tallest at 60 metres). VIDP will also be starting construction on a 4th runway this year and is expected to be completed by 2018 which will increase the airport arrival rate to 105 landings an hour, and will mitigate the common airborne holding.

View the full International Bulletin for 04MAY 2016